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Final

West Dublin BART Specific Plan

Lead Agency
City of Dublin

Prepared By:
City of Dublin Community Development Department

As Adopted by the Dublin City Council
Resolution #227-00
December 19, 2000

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CREDITS

City Council

Guy S. Houston, Mayor
Lisbeth Howard
Janet Lockhart
Claudia McCormick
George Zika

Planning Commission

Ralph D. Hughes
Maxine Jennings
Don Johnson
Fred Musser
Tony Oravetz

City Staff

Richard Ambrose, City Manager
Eddie Peabody, Jr., Community Development Director
Janet Harbin, Senior Planner
Andy Boyle, Associate Planner
Maria Carrasco, Secretary

Consultants

Jerry Haag, Urban Planner
Economic & Planning Systems (EPS)
Omni-Means Engineers
RRM Design Group
Stevenson, Porto & Pierce

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RESOLUTION NO. 227 - 00

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

ADOPTING THE WEST DUBLIN BART SPECIFIC PLAN AND REPEALING PORTIONS OF THE 1987 DOWNTOWN SPECIFIC PLAN FOR 99-056

WHEREAS, the City of Dublin is desirous of improving the appearance, functionality, economic vitality of the downtown portion of Dublin in a manner consistent with the broad vision expressed in the Dublin General Plan; and,

WHEREAS, the City has prepared the West Dublin BART Specific Plan (Exhibit A) which have been prepared pursuant to Government Code Sec. 65450 et seq.; and,

WHEREAS, the Specific Plan includes permitted land uses, development standards, urban design guidelines, transportation improvements and implementation programs to achieve the goals of the Dublin General Plan; and,

WHEREAS, the City of Dublin adopted a Downtown Specific Plan in 1987 for areas within the boundaries of the proposed Specific Plans. However, due to changing market and other conditions, this Specific Plan is no longer relevant to those areas or Development Zones (7, 8, 10 and 11) now included within the boundary of the West Dublin BART and should be repealed; and

WHEREAS, an Initial Study and draft Negative Declaration have been prepared for this application pursuant to CEQA Guidelines Section 15071, and are on file in the Dublin Planning Department. Based on the Initial Study, a draft Negative Declaration was prepared for the Specific Plans with the finding that the implementation of the Plans would have no adverse environmental effects as mitigation measures are incorporated into the project. The draft Negative Declaration is recommended for City Council adoption; and,

WHEREAS, the Planning Commission did hold a public hearing on the West Dublin BART Plan on September 26, 2000 and October 10, 2000, and recommended adoption to the City Council on October 10, 2000; and,

WHEREAS, the City Council did hold a public hearing on the West Dublin BART Specific Plan on November 21, 2000 and December 19, 2000; and,

WHEREAS, proper notice of said hearing was given in all respects as required by law; and

WHEREAS, the City Council did hear and use their independent judgment and considered all said reports, recommendations and testimony herein above set forth.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby find that the proposed West Dublin BART Specific Plan is consistent with the land use designations, goals, policies and implementing programs set forth in the Dublin General Plan, as amended.

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby recommend the following changes to the West Dublin BART Specific Plan as shown in Exhibit B: (1)

NOW, THEREFORE, BE IT RESOLVED THAT THE Dublin City Council does hereby recommend the following changes to the West Dublin BART Specific Plan as shown in Exhibit B: (1) modify Section 1.5 to add Goal 17 related to encouraging the incorporation of public art in certain developments; (2) modify Table 5 to include the latest development proposal from BART/ Jones, Lang, LaSalle; (3) modify Table 5 to change the maximum FAR for Office (O) from ~~0.87~~ to *1.0;* (4) modify Section 5.1 to add: *Additionally, a vertical mix of uses such as residential over retail uses, and developments offering a live/work component would be encouraged.;* (5) add to Section 5.2, *"A high density range of 30 to 50 units per acre may be acceptable."*; (6) modify Section 5.4d to read "Building height: *Eight stories* ~~six stories or 75 feet~~ Architectural appurtenances may exceed the height limit."; and, (7) modify Objective 9.1 of Section 1.5 to read "*Encourage* ~~require~~ restaurant and food establishments to provide for outdoor seating areas."

NOW, THEREFORE BE IT FURTHER RESOLVED THAT THE Dublin City Council does hereby approve adoption of the West Dublin BART Specific Plan, subject to the modifications in Exhibit B, and repeal of the 1987 Downtown Specific Plan as it relates to those lands within the boundaries of the proposed Specific Plans.

PASSED, APPROVED and ADOPTED this 19th day of December 2000.

AYES: **Councilmembers Lockhart, McCormick, Oravetz, Zika and Mayor Houston**

NOES: *None*

ABSENT: *None*

ABSTAIN: *None*

Mayor

ATTEST:

City Clerk

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EXHIBIT B

WEST DUBLIN BART SPECIFIC PLAN MODIFICATIONS

Table 5. Maximum Economic Development Potential

SP Land Use Category*	Acres	FAR DU/AC	Existing Dev. (sq. ft.)**	Max. Dev. (sq. ft.)
Commercial A (Com A)	10.87	0.25	243,344	118,310
Commercial B (Com B)	7.76	0.48	17,823	163,090
Lodging (L)	9.31	1.20	103,231 (246 rooms)	339,533 (486 rooms)
Retail/Office (R/O)	12.28	0.83	--	444,145
Retail/Auto (R/A)	4.76	0.18	38,325	38,325
Residential (R)	3.54	45 DU/ac	--	160 DU
Office (O)	6.98	1.00	242,385	304,049
Mixed Use (MU)	11.33	1.00	--	493,430+ 331 DU
Parking (P)	2.46	--	--	--
Right-of-Way	2.11	--	--	--
Totals	71.40	--	645,108 0 DU	1,900,882+ 491 DU

**Note: Potential plazas areas included in acreage*

*** Existing 210,744 Industrial/Warehouse square footage not included.*

- *Change 3:* Add to Section 1.5, Project Goals and Objectives, page 6, new *Goal 17.* As follows: *Enhance the visual quality of the West Dublin BART Specific Plan area by encouraging appropriate projects with major public access either visually from roadways, large outdoor areas, or pedestrian traffic to incorporate public art into the design, and inaccordance with the City's Public Art Policy.*

- *Change 4*: Add to Section 5.1, paragraph 2, following sentence 5 (page 18): *Additionally, a vertical mix of uses such as residential over retail uses, and developments offering a live/work component would be considered.*

- *Change 5*: Add to Section 5.2, Residential Land Use Category (page 19): *Residential* uses include medium and higher density residential dwellings. *A high density range of 30 to 50 units per acre may be acceptable.*

- *Change 6*: Modify Section 5.4d (page 20): Building height: *Eight stories.* Architectural appurtenances may exceed the height limit.

- *Change 7*: Modify Objective 9.1 of Section 1.5 to read, "*Encourage* restaurant and food establishments to provide for outdoor seating areas; . . .

WEST DUBLIN BART SPECIFIC PLAN

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Item A: Parcel Maps for Properties in Specific Plan Area

Item B: List of Property Owners

Item C: Negative Declaration and Initial Study

EXHIBIT

Exhibit	*Title*
Exhibit 1	Regional Context
Exhibit 2	Local Context
Exhibit 3	Specific Plan Boundary
Exhibit 4	Existing Land Uses
Exhibit 5	Existing General Plan
Exhibit 6	Existing Zoning
Exhibit 7	Existing Circulation System
Exhibit 7A	Proposed & Existing Roadway Improvements
Exhibit 7B	Capital Improvements
Exhibit 8	Existing Utility Plan
Exhibit 9	Land Use Plan

WEST DUBLIN BART SPECIFIC PLAN

SECTION 6.0 URBAN DESIGN FIGURES

Figure	*Title*
Figure 1	Building Form, Massing and Materials
Figure 2	Parking
Figure 3	Building Siting and Orientation 1
Figure 4	Building Siting and Orientation 2
Figure 5	Building Siting and Orientation 3
Figure 6	Streetscape Character
Figure 7	Streetscape
Figure 8	Preferred Plant Matrix
Figure 9	Gateway Elements
Figure 10	Gateway Diagram

WEST DUBLIN BART SPECIFIC PLAN

Executive Summary

The West Dublin BART Specific Plan is one of three specific plan documents developed for the central urbanized area of the City of Dublin which address the future development in the downtown area of the City. Two other specific plan documents, the Downtown Core Specific Plan and the Village Parkway Specific Plan, have also been developed to address other sections in the downtown area. The Specific Plans are intended to direct the use of land, the design of public improvements, and the design and appearance of private and public development, including buildings, parking areas, signs and landscaping. Goals and objectives are included in the planning document to assist in fulfilling the intent of the Plan. Design Guidelines are also established in the context of the Plan to assist in guiding the design quality of the area's development. Additionally, sections addressing Administration and Implementation, and possible Financing mechanisms for Plan implementation are contained in the document. The Technical Appendices containing the complete background traffic analysis, economic analysis and design guidelines for the Specific Plan are contained in a separate document.

With adoption of the West Dublin BART Specific Plan by the Dublin City Council in December 2000, a General Plan Amendment was adopted to change land uses and land use intensification, modifying the floor-area- ratio (FAR) for certain properties. Additionally, portions of the previously adopted (1987) Downtown Specific Plan were repealed to modify the sections of that document relative to Development Zones 1, 2, 3 and 4. Subsequently, amendment of the City's Zoning Ordinance will be necessary for consistency between the Plan and the General Plan.

The West Dublin BART Specific Plan area is generally located between I-580 to the south and Dublin Boulevard to the north. San Ramon Road lies to the west of the area, and properties on the west side of Golden Gate Avenue are included in the plan area. The area consists of approximately 70 acres of commercial, office and light industrial land uses. Central to the Plan area and providing a catalyst for the direction of future development is the new West Dublin Bay Area Rapid Transit (BART) station planned to be open in 2003, and the associated development of a hotel, high density housing, and parking structure.

The West Dublin BART area, under the Concept Plan in this Specific Plan, is intended to be a high-intensity mixed-use area, capitalizing on regional transit linkages provided by both the BART line and supported by nearby freeways, I-580 and I-680. Within the West Dublin BART area, a mixture of low-rise and mid-rise buildings housing residences, offices, specialty retail, lodging, restaurant and similar uses are planned that are consistent with a transit-oriented area. The West Dublin Bart Specific Plan Area, the Downtown Core Specific Plan Area (directly contiguous to the north) and the Village Parkway Specific Plan Area (to the East) represent what remains of the original "Downtown" commercial area of the City of Dublin. The maximum amount of development in the West Dublin BART area is anticipated to be 1,900,950 square feet of non-residential space and 491 residential dwellings. Additionally, the Plan allows for further intensification of development through an increased FAR of up to 1.00 for particular properties, 1.20 closest to the BART Station in the planned transit village, and permits a maximum height of up to eight stories for buildings.

A Negative Declaration and Initial Study have been prepared for the West Dublin BART Specific Plan, and consider the environmental affects of the maximum development potential in this area of the City. Based on the policies and programs in this plan, no significant impacts will result from the implementation of this plan.

1.0 Introduction, Purpose and Project Location

1.1 Purposes of the Specific Plan

The West Dublin BART Specific Plan has been prepared to assure the appropriate development and redevelopment of properties located adjacent to the West Dublin BART station presently being planned near downtown Dublin over the next 5 to 7 years. The West Dublin BART station represents the first privately financed BART transit station planned on any Bay Area Rapid Transit District service line. The BART Board of Directors has approved a long-term joint use agreement with the firm of Jones Lang LaSalle under which Jones Lang LaSalle will construct a new BART station in exchange for development rights on adjacent properties owned by BART. BART will then operate the new station once complete.

This new transportation opportunity will significantly impact the area surrounding the proposed West Dublin BART Station and will allow the creation of a transit village oriented toward the interrelationship of transportation, employment, services and housing provision. Based upon the pending development of the new station and significantly improved regional accessibility (resulting from the construction of new freeway off-ramps and the proposed BART Station), the City of Dublin anticipates an increased demand for new office, retail, entertainment, higher density residential and other land uses near the BART station. The demand for local parking is also anticipated to increased based on BART ridership. Additionally, vehicular traffic in the area is also expected to increase once the West Dublin BART station becomes operational.

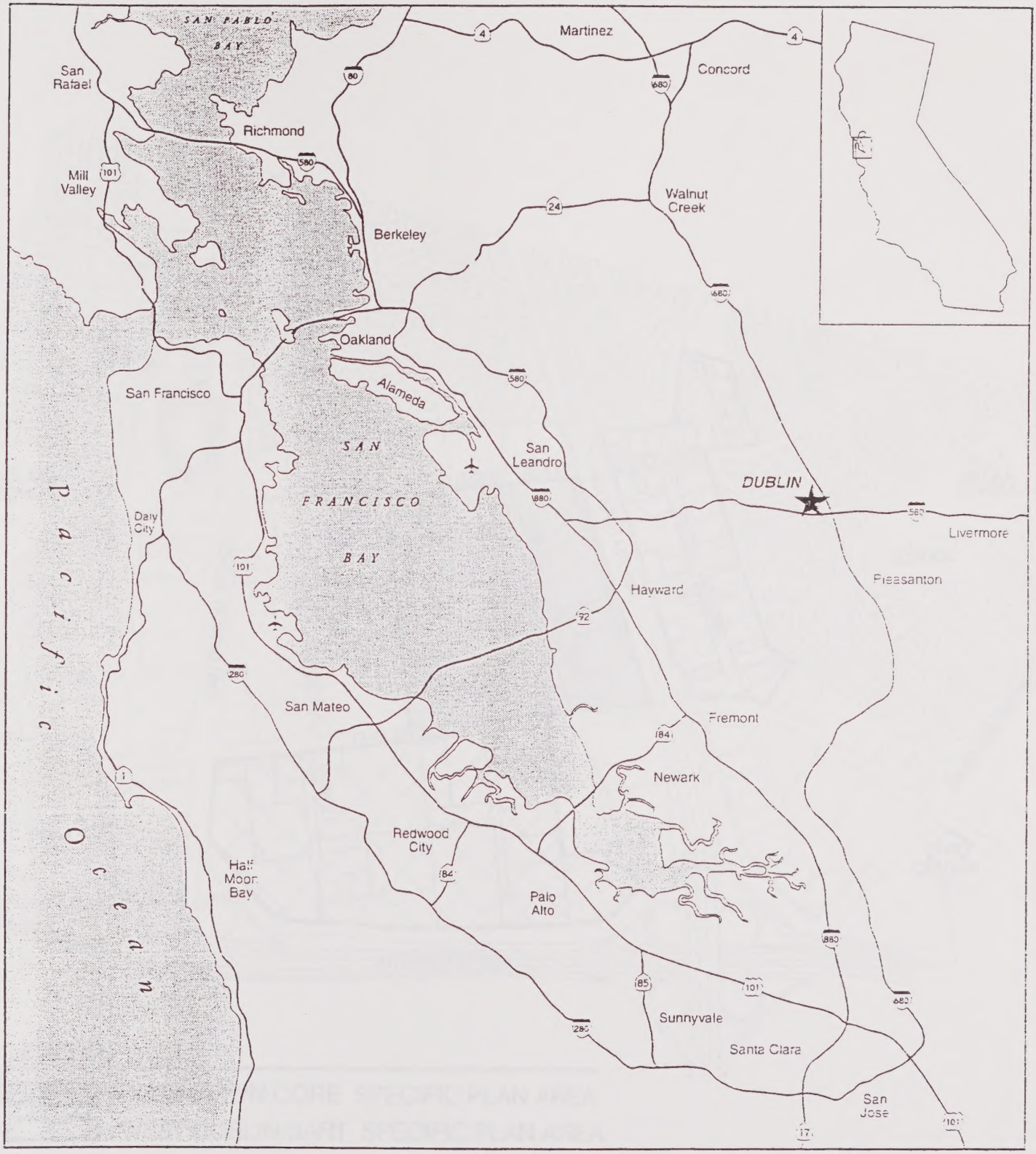
This Specific Plan is the blueprint for the near future of this area. Subsequent evaluation of future conditions will necessitate revisions of this plan beyond the intended 5-year time horizon for this Specific Plan. This Specific Plan governs the use of land, development standards, design of public improvements, and the design and appearance of private improvements including buildings, parking areas, signs and landscaping. The Specific Plan provides a blueprint for existing uses within the planning area to transition into higher intensity land uses consistent with the overall vision, goals and objective and design requirements contained in the West Dublin BART Specific Plan.

Land use standards, regulations, definitions and other criteria contained in this document shall govern all of the property within the area known as the West Dublin BART Specific Plan area.

1.2 Location

The West Dublin BART area is sited within the City of Dublin, in southeasterly Alameda County, California. The Specific Plan area currently includes commercial, office and light industrial land uses lying between the I-580 freeway and Dublin Boulevard, west of San Ramon Road. Properties on the west side of Golden Gate Avenue are also included in the Specific Plan area.

Exhibit 1, Regional Context, shows the regional context of the planning area, and Exhibit 2, Local Context, shows the location of the project boundary in relation to the remainder of the



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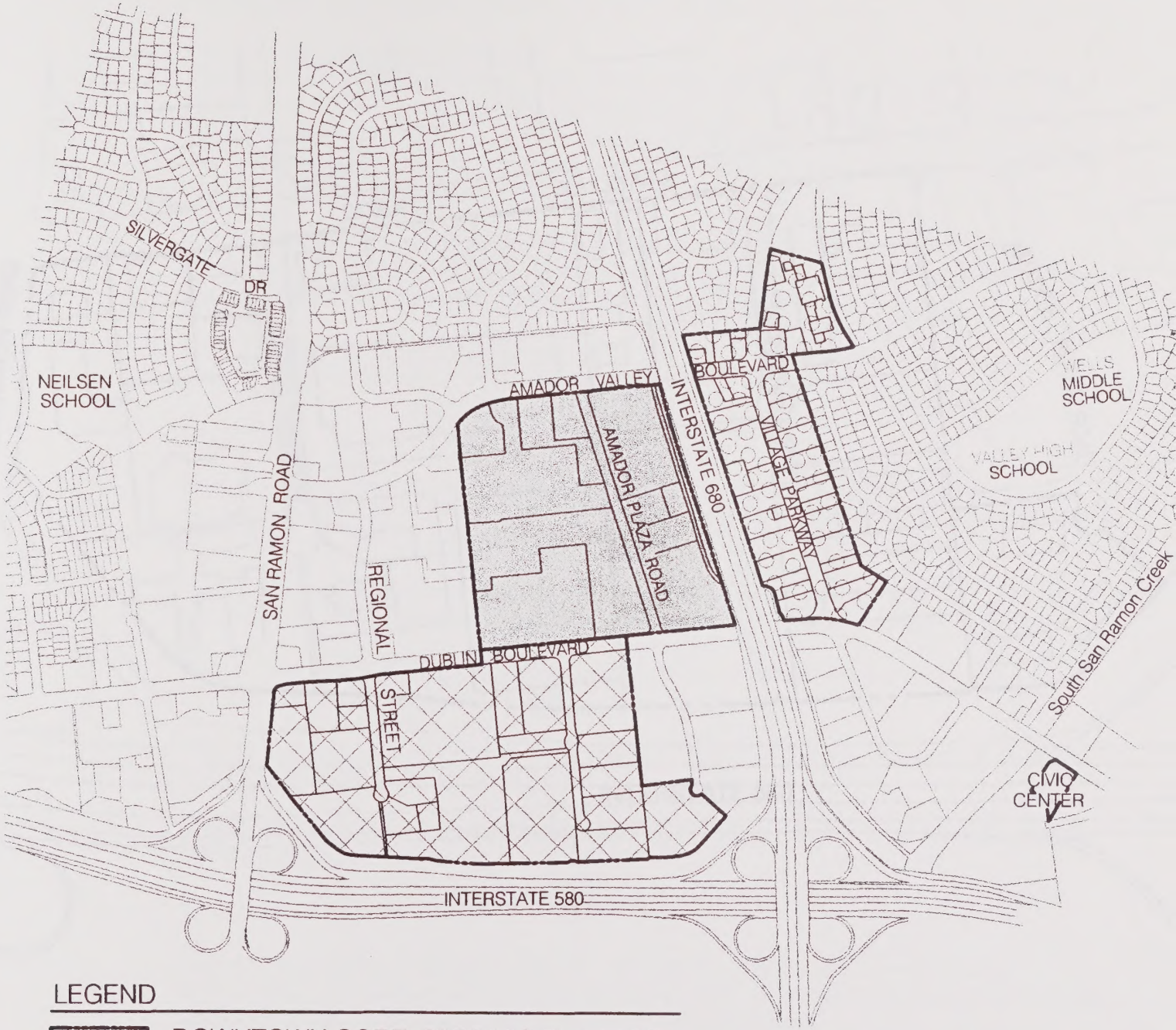
DECEMBER 2000

REGIONAL CONTEXT

WEST DUBLIN BART SPECIFIC PLAN

CITY OF DUBLIN

EXHIBIT 1



LEGEND

- DOWNTOWN CORE SPECIFIC PLAN AREA
- WEST DUBLIN BART SPECIFIC PLAN AREA
- VILLAGE PARKWAY SPECIFIC PLAN AREA

N.T.S.

DECEMBER 2000

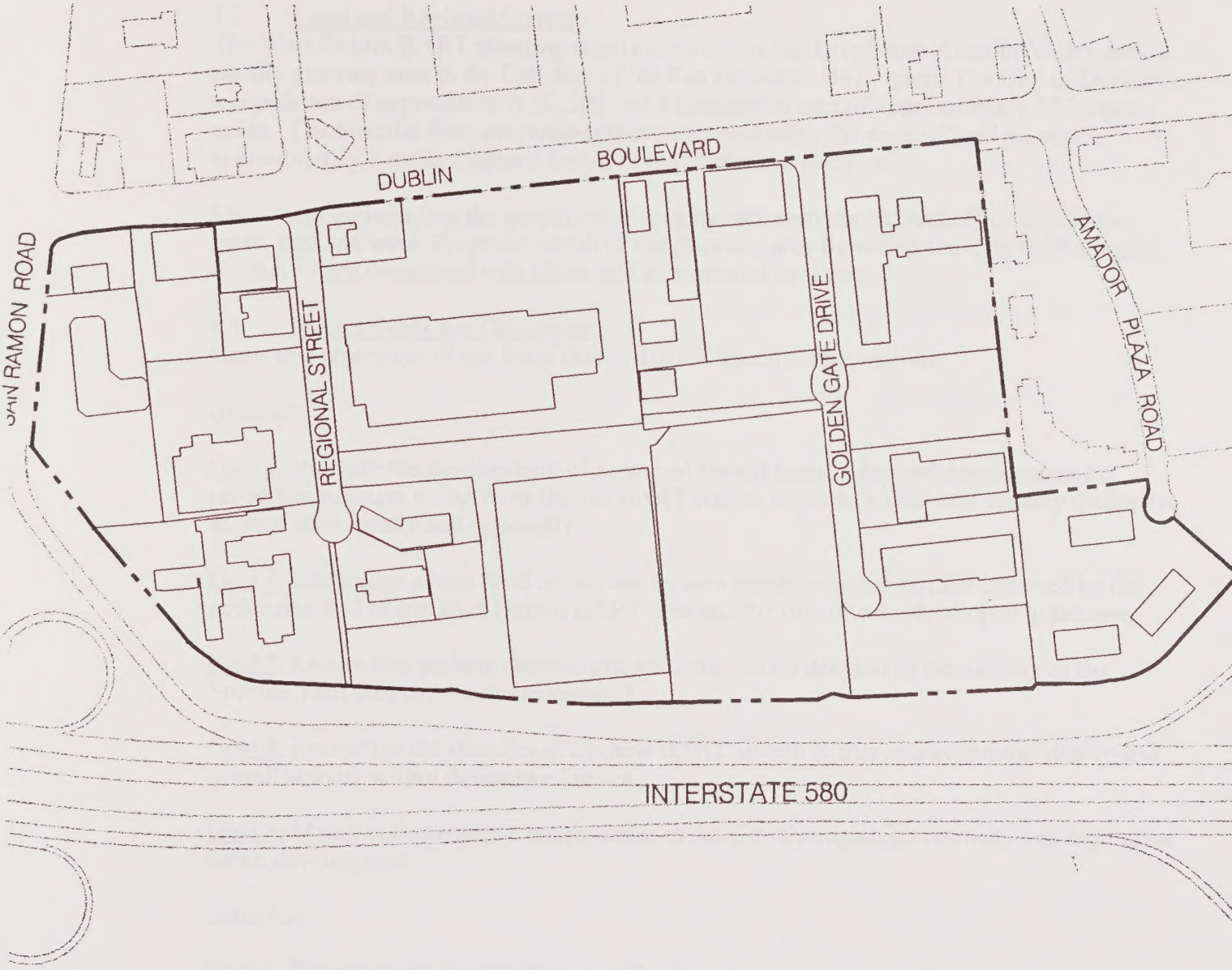
CITY OF DUBLIN 1982 CALIFORNIA

LOCAL CONTEXT

WEST DUBLIN BART SPECIFIC PLAN

CITY OF DUBLIN

EXHIBIT 2



LEGEND

— - - — SPECIFIC PLAN BOUNDARY

N.T.S.

DECEMBER 2000

CITY OF DUBLIN 1982 CALIFORNIA

SPECIFIC PLAN BOUNDARY

WEST DUBLIN BART SPECIFIC PLAN

CITY OF DUBLIN

EXHIBIT 2

City of Dublin. Exhibit 3 depicts the West Dublin BART Specific Plan boundary. The planning area contains approximately 70.2 acres of land.

1.3 Local and Regional Context

The West Dublin BART planning area is sited within the Livermore-Amador Valley area, a rapidly growing area in the East Bay of the San Francisco Bay region. The City of Dublin has a population of approximately 32,500 and a geographic area of approximately 12.2 square miles. The Specific Plan area encompasses approximately 70 acres of land on which approximately 1 million square feet of development currently exist.

Major uses surrounding the specific plan area include commercial and office uses to the north, east and west. Properties south of the planning area lie within the City of Pleasanton and have been developed with office and commercial land uses.

1.5 Project Goals and Objectives

Goals and objectives of the West Dublin BART Specific Plan include:

General

Goal 1: Promote the development of a state-of-the-art transit-oriented development on properties adjacent to the West Dublin BART station to create a vital and visually distinctive district, both locally and regionally.

Goal 2: Encourage a high level of site use by area employees and visitors attracted by the pedestrian feel of the West Dublin BART area and the mix of uses developed in the area.

Goal 3: Ensure that parking demand and vehicular travel demand in the vicinity of the Specific Plan area can be accommodated.

Goal 4: Encourage the stimulus of the new BART station to increase economic vitality and overall activity within downtown Dublin.

Goal 5: Maintain and enhance tax revenues to the City through high intensity and high value urban development.

Land Use

Goal 6: Encourage an appropriate mix of land uses consistent with a transit-oriented environment. This includes offices, restaurants, specialty retail, entertainment, residential and similar uses that are pedestrian, attractive and pedestrian-friendly.

> Objective 6.1: Encourage development of office space that capitalizes on the close proximity of BART for transit to accommodate employees and visitors.
>
> Objective 6.2: Provide for higher intensity residential dwellings for households desiring a more urban living environment close to a transit station.

Objective 6.3: Promote entertainment, restaurant and specialty retail development to create an urban feel and provide places for gathering and recreation in off-peak hours.

Objective 6.4: Allow for lodging facilities as a support for office development in the Specific Plan area as well as other uses in the region.

Objective 6.5: Where economically feasible, encourage a mix of land uses on a single or adjoining parcel, including mixing uses vertically and horizontally. This may include but would not be limited to residential, office, restaurant, retail and other uses.

Objective 6.6: Discourage additional industrial land uses within the Specific Plan area.

Objective 6.7: Consider a vertical mix of uses, such as residential over retail use, and developments offering a live/work component.

Goal 7: Allow for increased land use intensities above existing General Plan and Downtown Specific Plan development maximums.

Objective 7.1: Allow for intensification of non-residential land uses within the planning area.

Objective 7.2: Allow for residential development up to 50 units per acre due to the proximity of BART.

Goal 8: Accommodate vehicle parking needs for employees and visitors in an attractive and non-intrusive manner.

Objective 8.1: Allow multi-level parking garages as a permitted land use in the Specific Plan area.

Objective 8.2: Encourage parking garages to incorporate ground floor retail, entertainment, restaurant or other uses to provide an attractive streetscape element.

Goal 9: Provide for development of outdoor spaces within the planning area.

Objective 9.1: Encourage restaurants and food establishments to provide for outdoor seating areas.

Objective 9.2: Provide for public and/or private plazas and outdoor gathering areas at strategic locations within the planning area.

Goal 10: Allow existing uses and building to phase out or convert to uses consistent with the vision and requirements of the Specific Plan.

Traffic, Circulation and Parking

Goal 11: Continue to rely on Dublin Boulevard and San Ramon Road to provide major regional linkages to the area. Improve interior roads to ensure adequate access into the site and between uses.

Objective 11.1: Complete St. Patrick Way as the primary east-west collector roadway through the West Dublin BART planning area.

Objective 11.2: Make necessary improvements to other roads as may be required to accommodate expected traffic. This may include but is not limited to adding additional travel lanes, turning lanes, traffic signal upgrades and similar improvements.

Goal 12: Coordinate planning efforts with WHEELS to ensure that bus service can be accommodated within the area.

Objective 12.1: Work with developers of new projects to provide bus turnouts and shelters, where applicable, to encourage use of multiple transit modes

Goal 13: Create a more pedestrian friendly environment within the West Dublin BART planning area to attract businesses and visitors.

Objective 13.1: Construct pedestrian and bicycle linkages between the West Dublin BART area, Downtown Core area and other portions of Dublin through new bicycle lanes, signs, landscaping and other techniques.

Objective 13.2: Require construction of attractive pedestrian walkways within the planning area between various land uses.

Objective 13.3: Design guidelines incorporated into the Specific Plan shall require building facades and entries to be inviting to pedestrians.

Goal 14: Provide adequate parking within the West Dublin BART Specific Plan area, where needed.

Objective 14.1: Ensure that new parking spaces are provided to accommodate anticipated BART ridership.

Objective 14.2: Review existing City parking standards for land uses and, if feasible, reduce parking requirements based on the close proximity of public transit opportunities.

Objective 14.3: Encourage use of shared parking among nearby land uses, as allowed by the Dublin Zoning Ordinance, to satisfy parking demand for individual land uses and reduce the total amount of land needed for parking.

Objective 14.4: Allow multi-level parking decks as a permitted land uses; however, through design standards, ensure that such garages are architecturally integrated within the character of the area.

Goal 15: Promote bicycle use as a way to reduce vehicle travel.

Objective 15.1: Ensure that adequate bicycle storage and facilities are provided at the transit station and with new development.

Visual Quality and Design

Goal 16: Enhance the visual quality of the West Dublin BART area through enhanced entryways, pedestrian pathways, high quality design of individual buildings and related uses, such as signs, lightning and accessory uses.

Objective 16.1: Major organizing elements of the specific plan should be distinctively landscaped entries, walkways and streets.

Objective 16.2: Individual buildings should reflect an overall high quality of architectural design, using materials, colors and exterior treatments to encourage pedestrian use. Where feasible, building entries should be located facing either streets or walkways and enhanced to attract visitors.

Objective 16.3: Landscaping should enhance the appearance of buildings and should be inviting to pedestrians.

Objective 16.4: Exterior elevations of parking garages shall be attractively designed and landscaped to blend in with surrounding buildings. Where feasible, garages should incorporate occupiable space on ground floor levels to better integrate with nearby business establishments.

Objective 16.5: Private parking lots should be attractively landscaped to minimize a "sea of asphalt" appearance through development review and enhancement program.

Objective 16.6: Standards and guidelines are included in the Specific Plan for signs and lighting within the Specific Plan area to provide for a unified urban design appearance.

Implementation and Administration

Goal 17: Enhance the visual quality of the planning area by encouraging appropriate projects with major public access either visually from roadways, large outdoor areas, or pedestrian traffic to incorporate public art in design, and in accordance with the City's Public Art Policy.

Goal 18: New land uses, additions to existing land uses and remodeling of existing buildings shall be reviewed by the City of Dublin to ensure consistency with the West Dublin BART Specific Plan.

Goal 19: Existing land uses within the specific plan area that do not conform with permitted uses or development standards contained in the specific plan are allowed to remain as legal non-conforming uses. Such uses shall be treated as such pursuant to Chapter 8.140 of the Dublin Zoning Ordinance (Nonconforming Uses and Structures).

Goal 20: The City of Dublin shall work cooperatively with local property owners and businesses to achieve the goals and objectives of the Specific Plan.

Objective 20.1: The City of Dublin shall take the lead in funding public improvements called for within the Specific Plan assisted by local property owners and businesses to the fullest extent feasible.

Objective 20.2: A Traffic Impact Fee should be established for the West Dublin BART area to offset the costs of providing requisite traffic and transportation improvements to support intensified land uses.

Objective 20.3: A West Dublin BART Merchants Association and/or a Business Improvement District should be formed for the purposes of organizing special events and coordinating other area-wide improvements.

Objective 20.4: Area property owners and merchants should investigate the feasibility of forming a parking district or an assessment district to develop common parking lots within the specific plan area.

Objective 20.5: The City should pursue grants and other sources of financing targeted to promoting transit oriented development projects.

Objective 20.6: The City of Dublin should consider undertaking a Design Assistance Program for businesses within the Specific Plan area to help in implementing design guidelines for building enhancements.

Objective 20.7: New development projects and major building renovations within the Specific Plan area shall pay a proportionate share costs of Specific Plan preparation.

Goal 21: New development within the West Dublin BART Specific Plan area shall be coordinated with BART, the Livermore Amador Valley Transit Authority and other appropriate agencies to ensure that public transportation service can easily be provided.

1.4 Organization of the Specific Plan

The Specific Plan provides a framework for development and redevelopment within the planning area. Development standards are provided for the various land uses comprising the planning area as well as for the other components necessary to make a successful retail and service area. These include transportation and circulation, infrastructure requirements, public services and facilities, streetscape, amenities, and implementation and administration of the Specific Plan.

2.0 General Notes

2.1 Relationship to General Plan

The West Dublin BART Specific Plan is consistent with and furthers the goals, policies and programs of the Dublin General Plan in the following manner.

The Specific Plan is consistent with Goal 2.2.1, Downtown Dublin, Guiding Policy "A," which is to intensify Downtown Dublin. Guiding Policy "A" directs the City to transition to current collection of adjoining shopping centers in the center portion of town into a functional downtown.

Implementing Policies of the General Plan include:

B. Designate a Downtown Intensification Area on the General Plan Land Use and Circulation map.

C. Provide a downtown BART station that will serve customers and workers with and without cars. Add offices and apartments within walking distance and eventually over BART parking.

D. Encourage mid-rise office-apartment office buildings and parking structures with ground floor retail space Create store-lined pedestrian connections between existing shopping centers.

E. Make downtown more understandable to the first time visitor by installing standardized identification signs and directories.

The following table compares West Dublin BART Specific Plan land use categories with complementary General Plan land use categories.

Table 1. General Plan Land Use Consistency

SP Land Use Category	Corresponding GP Category
Commercial A	General Commercial
Commercial B	General Commercial
Lodging	General Commercial
Retail/Office	Retail/Office
Retail/Auto	Retail/Auto
Residential	Medium or High Density Residential
Office	Retail/Office
Mixed Use	Mixed Use (proposed)
Parking	(included in other General Plan categories)

The Specific Plan also allows the City of Dublin to adopt more detailed guidance for the West Dublin BART area, and to tailor regulatory standards to the unique needs and characteristics of the planning area. It also allows the opportunity to establish standards and

implement programs to meet the needs of both local property owners and the remainder of Dublin.

2.2 Relationship to 1987 Downtown Specific Plan

The West Dublin BART Specific Plan updates and modifies the existing Downtown Specific Plan adopted by the City Council in 1987 for the portion of the downtown area shown in Exhibit 3, originally Development Zones 1, 2, 3 and 4 in the 1987 Plan. The portions of the previously adopted Downtown Specific Plan relative to development within Development Zones 1, 2, 3 and 4 will require repeal with adoption of the new West Dublin BART Specific Plan, to modify those sections pertaining to the specific geographic areas

2.3 Relationship to Dublin Zoning Ordinance, Dublin Municipal Code, Standards and Policies

The City of Dublin Zoning Ordinance will be amended as an implementation measure of the West Dublin BART Specific Plan to create a special West Dublin BART Specific Plan Overlay Zoning District to replace existing zoning standards adopted for the specific plan area. Land uses, development standards and interim uses will be outlined in the Development Standards section of the Specific Plan and supporting diagrams outlining special requirements

Any development standards or land use requirements not specifically covered by this Specific Plan are subject to the regulations of the City of Dublin Zoning Ordinance and Standard Specifications and Drawings of the City of Dublin. Unless otherwise specifically approved in this Specific Plan, all off-site drawings are subject to City of Dublin policies and standards in effect at the time of submittal of improvement plans.

All construction within the West Dublin BART Specific Plan area shall be in compliance with the Uniform Building Code, Uniform Fire Code and all other ordinances adopted by the City pertaining to construction and safety issues. All other City standards and policies shall apply at the time of submittal of individual subdivision maps and/or site development plans.

2.4 Definitions

For the purpose of carrying out the intent of this Specific Plan, words, phrases and terms shall be deemed to have the meaning ascribed to them as follows. In construing the provisions of this text, specific provisions shall supersede general provisions relating to the same project. All other definitions shall be as per the Dublin Zoning Ordinance. Terms not defined in the Dublin Zoning Ordinance shall have the meaning ascribed in Webster's Collegiate Dictionary.

The word "City" shall refer to the City of Dublin.

The words "City Council" shall mean the City Council of the City of Dublin.

The words "Planning Commission" shall mean the Planning Commission of the City of Dublin.

The words "Specific Plan" shall refer to this document, the West Dublin BART Specific Plan, as adopted by the Dublin City Council.

The word "shall" is mandatory; "may" or "should" is permissive.

The word "permitted" means permitted without the requirement for further discretionary permits, but subject to all other applicable regulations.

The word "acres" or "acreage" shall mean approximate acres.

The word "applicant" shall mean a person or entity making application for Site Development Review, subdivision map or other land use approval pursuant to this Specific Plan.

The word "subdivision" shall include tentative and final tract maps, tentative and final parcel maps, parcel map waivers and lot line adjustments.

2.5 Severability

If any term, provision, condition or requirement of this Specific Plan shall be held invalid or unenforceable, the remainder of the Specific Plan or the application of such term, provision, condition or requirement to circumstances other than those in which it is held invalid or unenforceable shall not be affected thereby; and each term, provision, condition or requirement of the Specific Plan shall be valid and enforceable to the fullest extent permitted by law.

3.0 Existing Conditions

3.1 Overview

This section of the Specific Plan identifies physical and other environmental conditions on the project site at the time this Specific Plan was prepared.

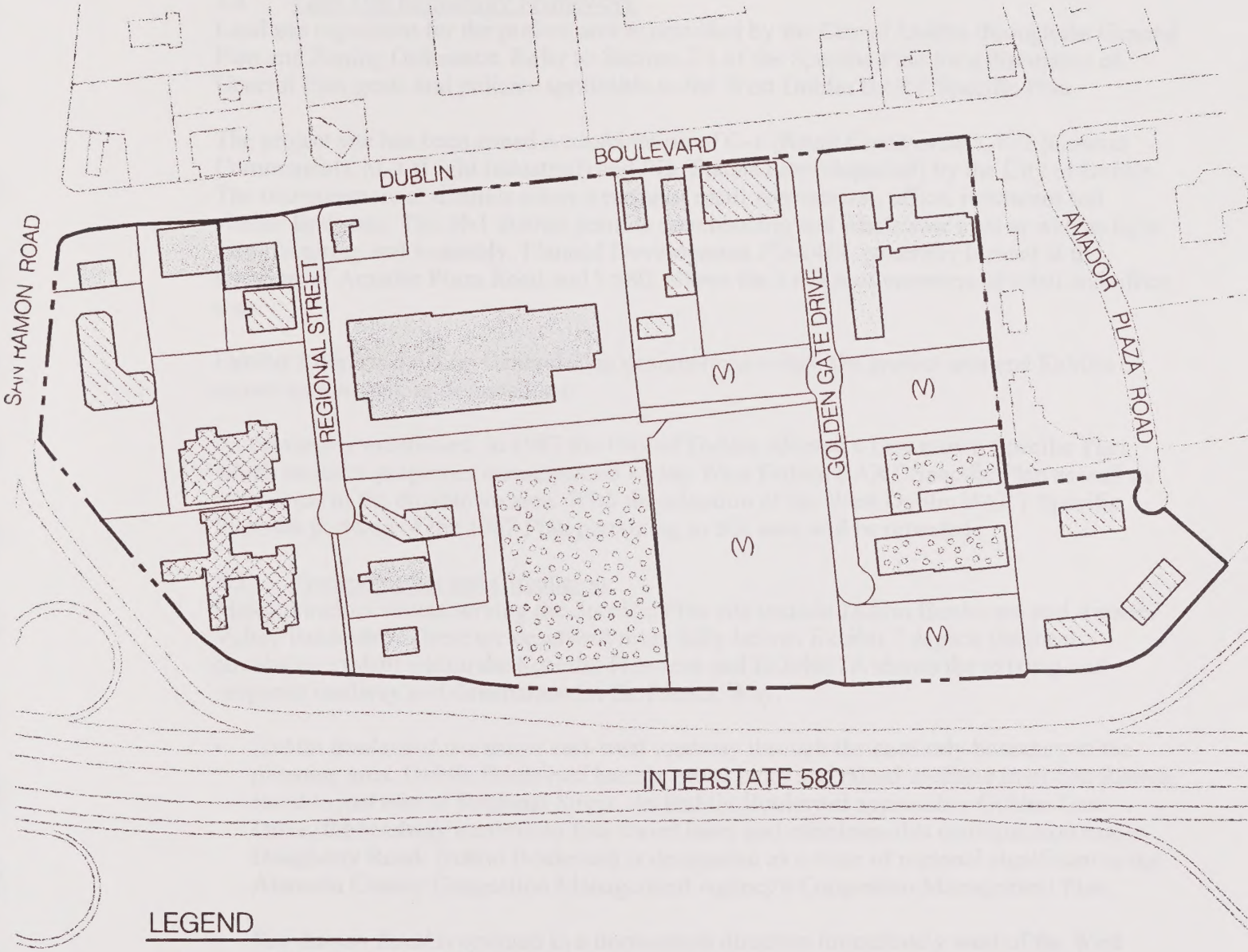
3.2 Topography and Natural Features

The site is generally flat with a gradual slope to the south. There are no unique or unusual geographic or topographic conditions present on the site, since the majority of properties are developed and the Specific Plan area lies in an urbanized portion of Dublin.

3.3 Existing Land Use and Parcelization

The project site has been developed with a range of retail commercial, lodging, restaurant, office and light industrial buildings providing goods and services primarily to local residents. Regional uses within the area include Crown Chevrolet, a large automobile sales and service facility located on the south side of Dublin Boulevard west of Golden Gate Drive. A large storage warehouse has also been built at the terminus of Regional Street (Cor-O-Van).

Exhibit 4 shows the general distribution of land uses within the project area. Existing buildings are oriented to major roadways and generally have been built with auto parking fronting on adjoining thoroughfares. Buildings have been constructed on individual lots or in small centers with minimal relation to surrounding uses. Landscape and streetscape improvements vary from lot to lot, although the overall amount of landscaping is generally minimal.



LEGEND

- SPECIFIC PLAN BOUNDARY
- RETAIL/RESTAURANT
- OFFICE/SERVICE COMMERCIAL
- INDUSTRIAL/BUSINESS PARK
- HOTEL/ENTERTAINMENT
- VACANT (V)
- RETAIL/AUTO

N.T.S.
DECEMBER 2000

CITY OF DUBLIN 19 82 CALIFORNIA

EXISTING LAND USES
WEST DUBLIN BART SPECIFIC PLAN

CITY OF DUBLIN
EXHIBIT 4

Exhibit 4 also indicates existing parcelization within the project area. A summary of current parcelization, including lot sizes and ownership (as taken from the most recent County Assessor records) is contained in the Appendix of this Plan.

3.4 Land Use Regulatory Framework

Land use regulation for the project area is provided by the City of Dublin through the General Plan and Zoning Ordinance. Refer to Section 2.1 of the Specific Plan for a discussion of General Plan goals and policies applicable to the West Dublin BART Specific Plan.

The project site has been zoned a combination of C-1 (Retail Commercial), C-2 (General Commercial), M-1 (Light Industrial) and PD (Planned Development) by the City of Dublin. The two commercial districts allow a range of retail commercial, office, restaurant and similar land uses. The M-1 district permits warehousing and whole sale uses as well as light manufacturing and assembly. Planned Development PD-1464, generally located at the terminus of Amador Plaza Road and I-580, allows for a range of commercial retail and office uses.

Exhibit 5 depicts existing General Plan designations within the project area and Exhibit 6 shows current zoning designations.

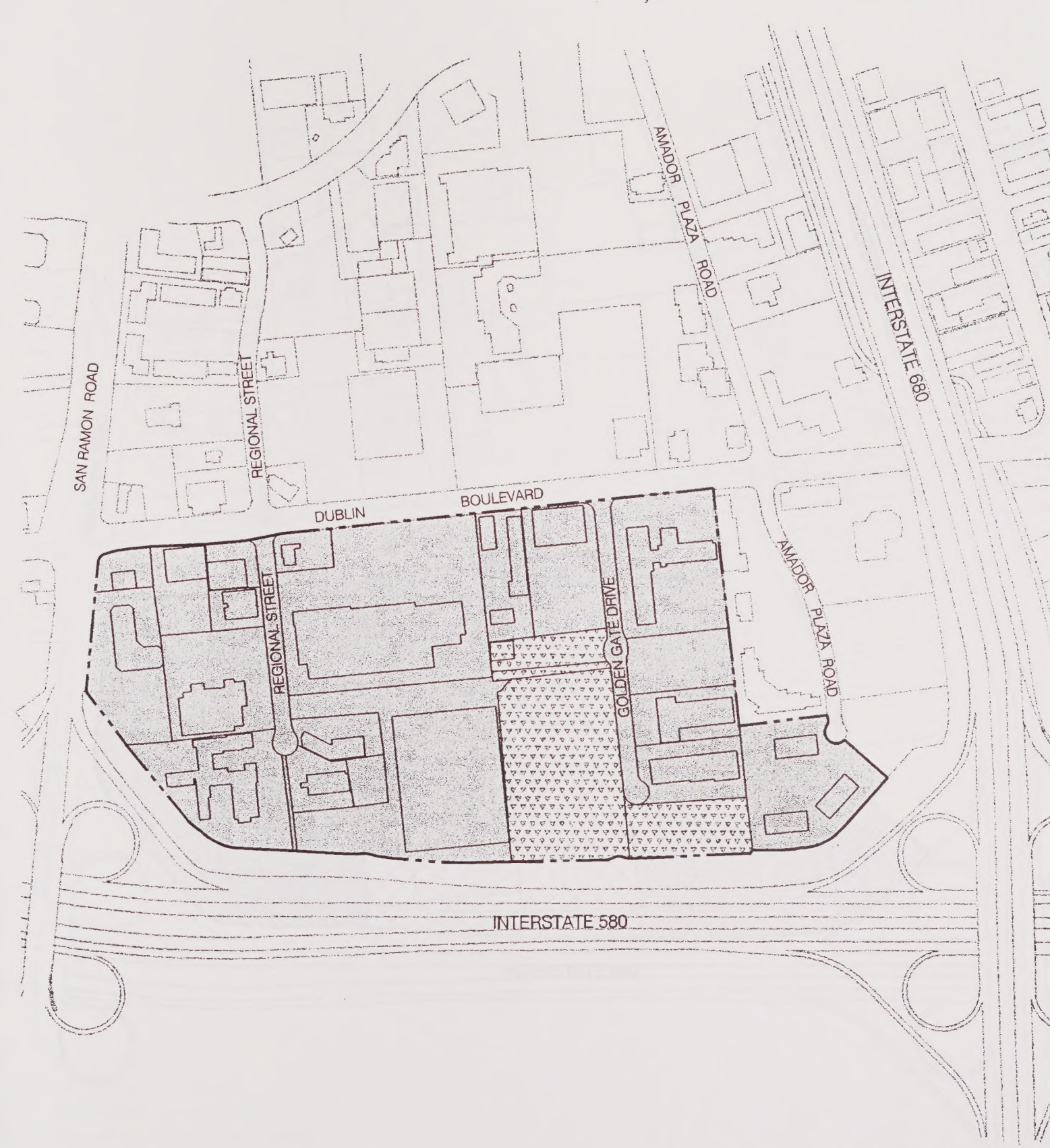
As previously mentioned, in 1987 the City of Dublin adopted a Downtown Specific Plan which includes properties encompassed by the West Dublin BART Specific Plan as well as other areas in the downtown area. With the adoption of the West Dublin BART Specific Plan, the portions of the 1987 Plan pertaining to this area will be repealed.

3.5 Transportation and Circulation

Major principal streets serving the Specific Plan site include Dublin Boulevard and Amador Valley Boulevard. These are described more fully below. Exhibit 7 depicts the local circulation system within the Specific Plan area and Exhibit 7A shows the existing and proposed roadway and dimensions for St. Patrick Way.

- *Dublin Boulevard* is a major east-west roadway through the northerly boundary of the planning area. Dublin Boulevard has six travel lanes and raised medians from San Ramon Road to just east of Regional Street. As Dublin Boulevard approaches Golden Gate Drive, the roadway narrows to four travel lanes and maintains this configuration east to Dougherty Road. Dublin Boulevard is designated as a route of regional significant in the Alameda County Congestion Management Agency's Congestion Management Plan.

- *San Ramon Road* is oriented in a north-south direction immediately west of the West Dublin BART planning area. A major arterial street, San Ramon Road has six travel lanes and raised medians north of Interstate 580. A full east-west access interchange is located at San Ramon Road and I-580. North of Amador Valley Boulevard, San Ramon Road narrows to four travel lanes. In the West Dublin BART planning area, this roadway provides access to retail commercial uses. San Ramon Road is designated as a Metropolitan Transportation System (MTS) roadway by the County Congestion Management Agency.



LEGEND

RETAIL/OFFICE

PUBLIC/SEMI-PUBLIC FACILITY

N.T.S.

DECEMBER 2000

CITY OF DUBLIN 1982 CALIFORNIA

EXISTING GENERAL PLAN

WEST DUBLIN BART SPECIFIC PLAN

CITY OF DUBLIN

EXHIBIT 5

LEGEND

- C-1: RETAIL COMMERCIAL ZONING DISTRICT
- C-2: GENERAL COMMERCIAL ZONING DISTRICT
- M-1: LIGHT INDUSTRIAL ZONING DISTRICT

N.T.S.

DECEMBER 2000

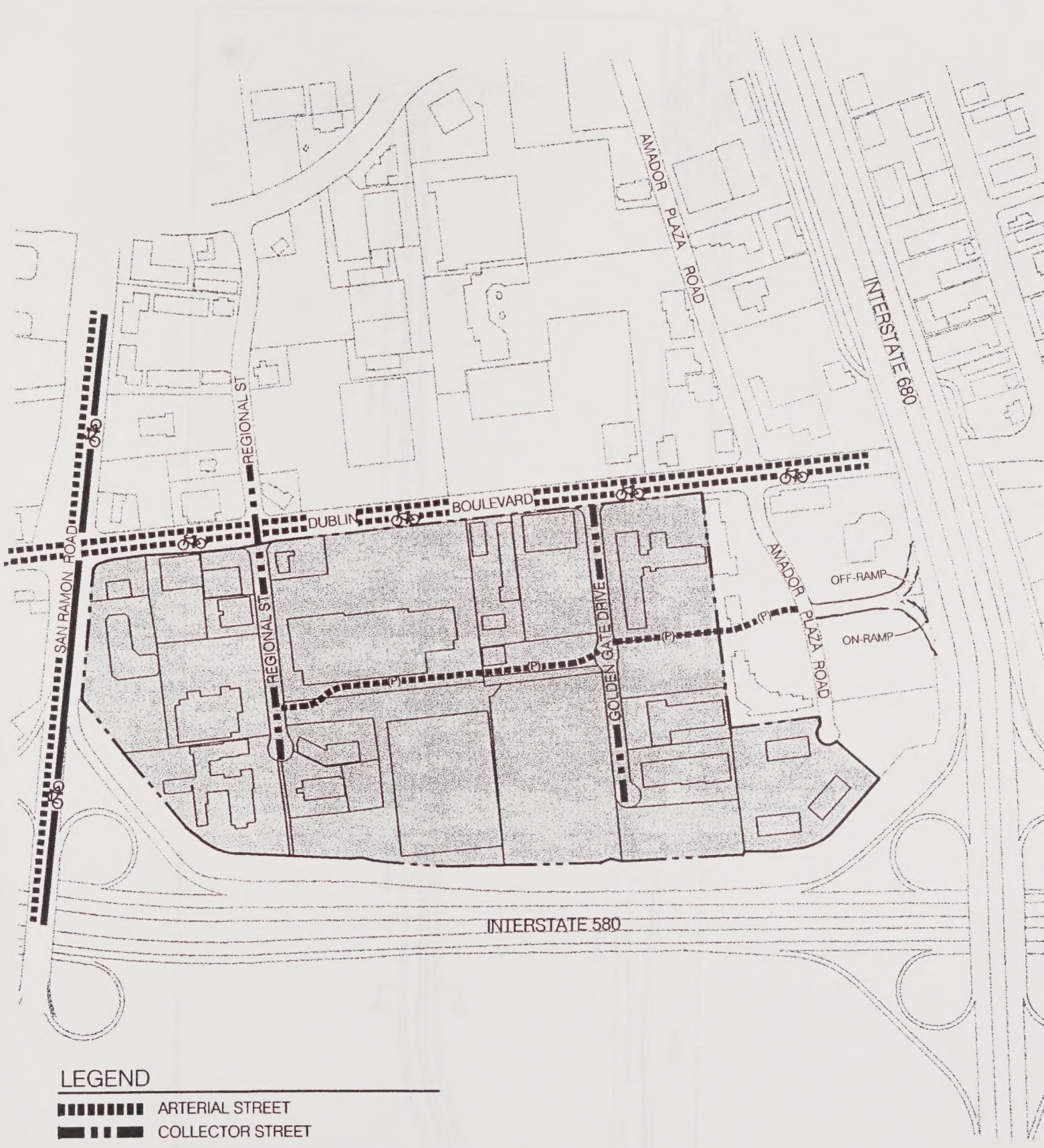
CITY OF DUBLIN 19 82 CALIFORNIA

EXISTING ZONING

WEST DUBLIN BART SPECIFIC PLAN

CITY OF DUBLIN

EXHIBIT 6



LEGEND

- ARTERIAL STREET
- COLLECTOR STREET
- (P) PROPOSED STREET (ST. PATRICK'S WAY)
- PROPOSED BIKEWAY - CLASS II (LANE)
- BIKEWAY - CLASS I (PATH)

N.T.S.

DECEMBER 2000

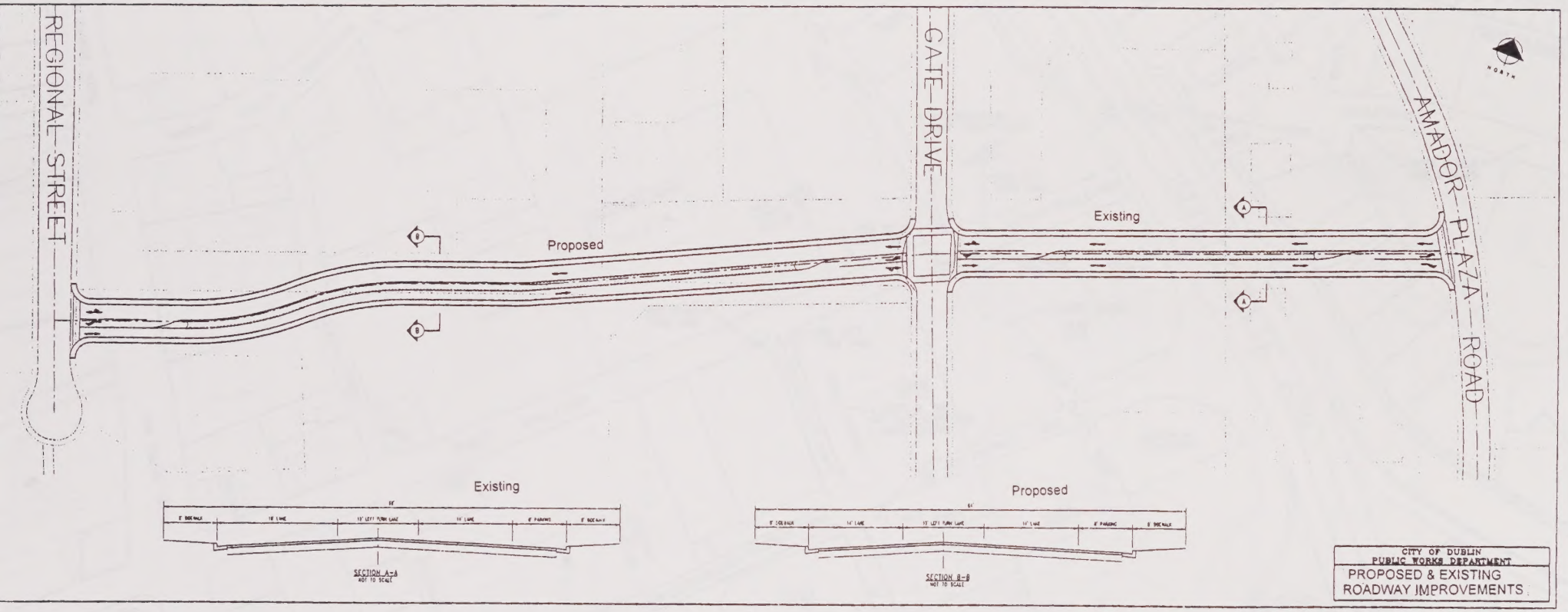
CITY OF DUBLIN 1982 CALIFORNIA

CIRCULATION SYSTEM

WEST DUBLIN BART SPECIFIC PLAN

CITY OF DUBLIN

EXHIBIT 7



WEST DUBLIN BART SPECIFIC PLAN

EXHIBIT 7A

ADDITIONAL IMPROVEMENTS NOT SHOWN.
1. RIGHT TURN AT EB DUBLIN TO SB DOUGHERTY.

EXHIBIT 7B

CITY OF DUBLIN
PUBLIC WORKS DEPARTMENT

WEST DUBLIN BART SPECIFIC PLAN
CAPITAL IMPROVEMENTS

- *Regional Street* extends south from Amador Valley Road through Dublin Boulevard. South of Dublin Boulevard, Regional Street is a wide, two-lane roadway providing access to commercial areas. North of Dublin Boulevard, the roadway has two travel lanes with a two-way left-turn lane as it provides access to commercial areas adjacent to the planning area.

- *Golden Gate Drive* is a short street extending south from Dublin Boulevard. A two-lane roadway, Golden Gate Drive provides access to commercial and office uses lying between Dublin Boulevard and the 580 freeway.

- *St. Patrick Way* is a newly constructed east-west street extending from an off-ramp from the I-680 freeway and extending to Golden Gate Drive. St. Patrick Way is a two-lane local roadway providing access to properties between Dublin Boulevard and the I-580 freeway.

Regional circulation linkage is provided by I-680, a north-south freeway and I-580, an east-west freeway. Caltrans is currently completing an off-ramp from the 680 freeway at St. Patrick's Way. The ramp is anticipated to open in Fall, 2000.

The Livermore Amador Valley Transit Authority ("WHEELS") provides bus transit service through the Dublin area. Bus routes serving the downtown Dublin area include Routes 3, 4, 10 and 201/202.

Regional transit to and from the Dublin area is provided by the Bay Area Rapid Transit District (BART). BART opened a Dublin/Pleasanton station in the late 1990's, located approximately one mile east of the project site. A recent proposal has been submitted to BART to construct a Downtown Dublin station within the Specific Plan area at the terminus of Golden Gate Drive.

A bikeway is proposed along Dublin Boulevard with the widening and improvement to this roadway. This is planned as a Class II bike lane, which would provide a striped lane for one-way bike travel on the street. The City may consider additional bike routes in the West Dublin BART Specific Plan area to facilitate use of the transit station.

Public sidewalks have been constructed on the south side of Dublin Boulevard and along the east side of San Ramon Road within the Specific Plan area. Sidewalks have also been constructed along Golden Gate Drive and Regional Street.

3.5 Utilities

The project site is presently served by a wide range of utilities and infrastructure, including:

Water: Dublin San Ramon Services District (DSRSD) currently provides retail water services to the City of Dublin, including the Downtown Core area. Currently, 100% of the DSRSD potable water supply is provided by Alameda County Flood Control and Water Conservation District (Zone 7). Water enters DSRSD's distribution system from Zone 7 Cross Valley Aqueduct through four turnouts. The turnouts are equipped with chlorination and fluoridation facilities which can disinfect and fluoridate water deliver from Zone 7 prior to entering DSRSD's system.

DSRSD currently has four pipeline interties, two with East Bay Municipal Water District and two with the City of Pleasanton for rapid emergency response. The interties are strictly for emergency conditions, such as a major pipeline break, supply contamination, interruption of deliveries due to an earthquake, flood, or other disaster. These connections would allow either agency to obtain water from the other agency during an emergency.

DSRSD is currently revising their Water Supply Master Plan and should be completed and adopted before the end of 2000. Based upon conversation with DSRSD Staff, adequate water capacity currently exists within the West Dublin BART area any deficiencies in the system will be addressed through the update of the *Water Supply Master Plan*. Individual development proposals will be reviewed on a case by case basis by DSRSD staff. If individual development exceeds water demand, DSRSD will require either a "looped system" or an increase in water pipe diameter to supply the project. Exhibit 8, Existing Utility Plan, shows the primary elements of the existing water system.

Wastewater: DSRSD provides wastewater collection and treatment, as well as water distribution services for the City of Dublin. The DSRSD wastewater collection system includes over107 miles of sanitary sewers from 6 to 42 inches in diameter, with a range in age from 5 to 40 years old.

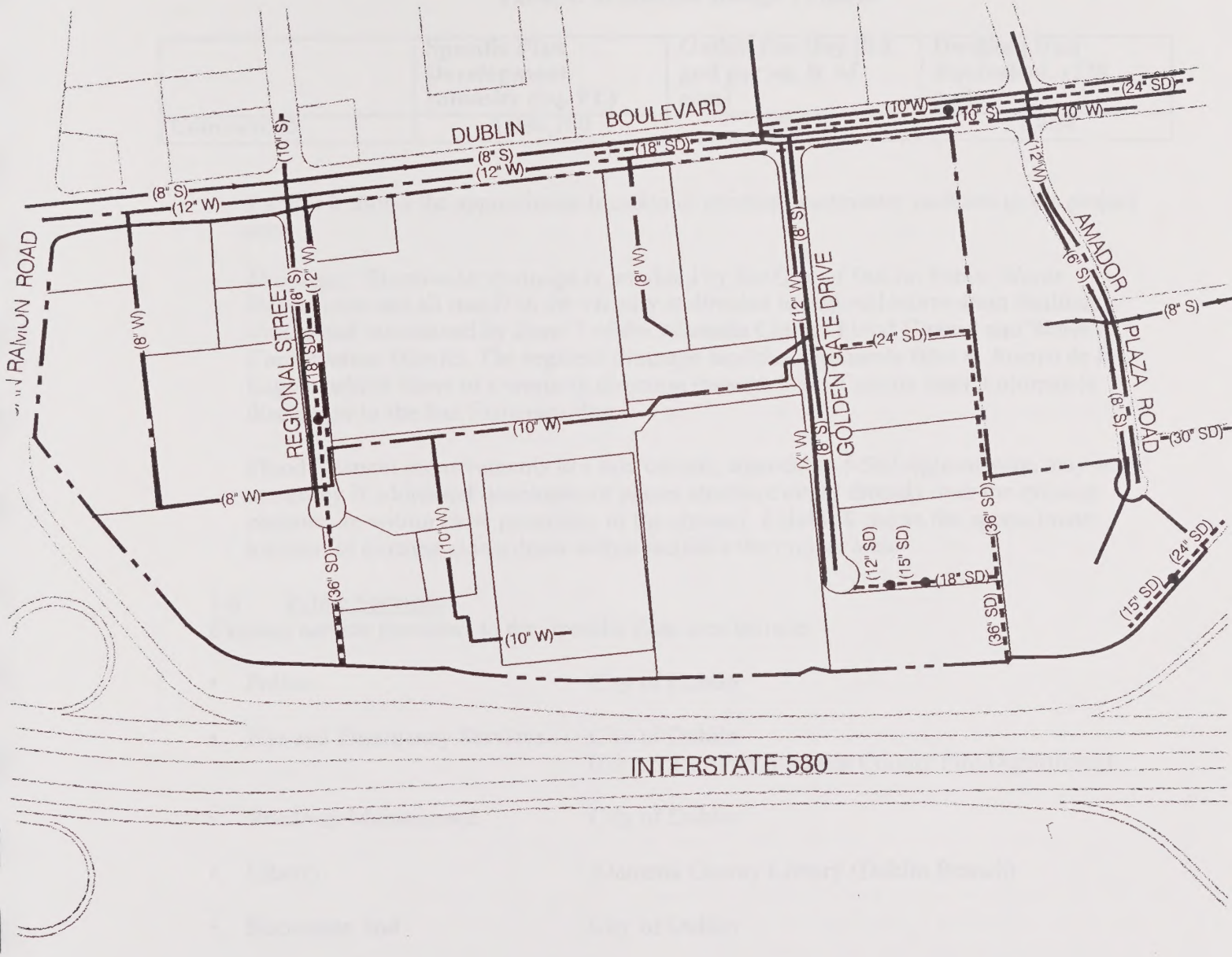
Wastewater Capacity
Land use data form the basis for estimating wastewater flows in the collection system. Land use projections for DSRSD service area are based on the General Plans of the service area. However, for the West Dublin BART area it was assumed that significant densification would occur, and the existing General Plan land use designation was not utilized for wastewater flows calculations in this area. Based upon the Wastewater Collection System Master Plan Update, completed May 4, 2000, it was assumed that the ultimate densification that would occur in the Downtown Core area would be an increase from approximately 28% net floor area ratio (F.A.R.), to 92% net F.A.R. Consequently, the intensification proposed by this specific plan are well within the ultimate capacity of DSRSD wastewater system.

Table 2. Existing Dwelling Unit Equivalent (DUE)

	Specific Plan Development Intensity (Sq. Ft.)	**Gallon Per Day (0.1 gpd per sq. ft. of com)**	**Dwelling Unit Equivalent (220 gpd)**
Commercial	941,546	94,154	428
Residential	0	0	0
Total			428

Table 3. Proposed Dwelling Unit Equivalent (DUE)

	Specific Plan Development Intensity (Sq. Ft.)	**Gallon Per Day (0.1 gpd per sq. ft. of com)**	**Dwelling Unit Equivalent (220 gpd)**
Commercial	1,750,055	175,005	795
Residential	491	108,020	491
Total		**283,025**	**1,286**



LEGEND

- SPECIFIC PLAN BOUNDARY
- (X" S) SEWER MAIN (SIZE AS NOTED)
- (X" W) WATER MAIN (SIZE AS NOTED)
- (X" SD) STORM DRAIN MAIN (SIZE AS NOTED)

N.T.S.

DECEMBER 2000

EXISTING UTILITY PLAN

WEST DUBLIN BART SPECIFIC PLAN

CITY OF DUBLIN

EXHIBIT 8

Table 4. Maximum Design Criteria

	Specific Plan Development Intensity (Sq. Ft.)	Gallon Per Day (0.1 gpd per sq. ft. of com)	Dwelling Unit Equivalent (220 gpd)
Commercial	3,090,760	309,076	1,404

Exhibit 8 shows the approximate location of existing wastewater facilities in the project area.

Drainage: Stormwater drainage is provided by the City of Dublin Public Works Department and all runoff in the vicinity is directed to regional storm drain facilities owned and maintained by Zone 7 of the Alameda County Flood Control and Water Conservation District. The regional drainage facilities ultimately flow to Arroyo de la Laguna which flows in a westerly direction through Niles Canyon until it ultimately discharges to the San Francisco Bay.

Flood Channel improvements to a box culvert, adjacent to I-580 right-of-way, may be necessary if additional development places structure either directly over the existing channel are within close proximity to the channel. Exhibit 8 shows the approximate location of existing storm drain within facilities the project area.

3.6 Public Services

Existing service providers to the Specific Plan area include:

- Police: City of Dublin
- Fire and Emergency Services: City of Dublin (contracted with Alameda County Fire Department)
- Roadway Maintenance City of Dublin
- Library Alameda County Library (Dublin Branch)
- Recreation and City of Dublin
- Potable Water and Sanitary Sewer: Dublin San Ramon Services District
- Solid Waste Disposal: City of Dublin (Livermore Dublin Disposal (LDD))

4.0 Economic Projections and Traffic Constraints

A detailed economic analysis of potential new development was completed to identify the types, size and maximum potential of various uses during the process of preparing the West Dublin BART Station Specific Plan. A market assessment to define various development scenarios was

undertaken to evaluate alternative land use scenarios and intensities of development for the analysis. The alternative land use scenarios reflected different land use policies and differing levels of public investments. During the evaluation of land use scenarios for the area, an effort was made to design and evaluate them in light of specific goals and objectives the City hopes to achieve. Through careful planning, effective collaboration with the private sector, and selected public investments, the City's goal of creating a more traditional "downtown" in the central area of Dublin can be achieved.

Additionally, in conjunction with development intensification, significant changes to transportation facilities (new I-680 ramps and a new West Dublin BART station), the proximity to existing major commercial areas, and future demand for new transit related development will drive new land uses in the Specific Plan area (the following chapter on the Land Use Concept discusses the overall plan for the area). The most important context for new opportunities in the West Dublin BART Specific Plan area is the interrelationship of traffic constraints and economic potential in the next five to seven years. Detailed evaluations of these findings can be found in the traffic analysis and economic analysis in the Technical Appendices, a supporting document.

4.1 West Dublin BART Development Program

Table 5, below, is a five to seven year projection of the maximum economic development potential within the West Dublin BART area.

Table 5. Maximum Economic Development Potential

SP Land Use Category*	Acres	FAR DU/AC	Existing Dev. (sq. ft.)**	Max. Dev. (sq. ft.)
Commercial A (Com A)	10.87	0.25	243,344	118,375
Commercial B (Com B)	7.76	0.48	17,823	163,090
Lodging (L)	9.31	1.20	103,231 (246 rooms)	339,530 (486 rooms)
Retail/Office (R/O)	12.28	0.83	--	444,145
Retail/Auto (R/A)	4.76	0.18	38,325	38,325
Residential (R)	3.54	45 DU/ac	--	160 DU
Office (O)	6.98	1.00	242,385	304,050
Mixed Use (MU)	11.33	1.00	--	493,430+ 331 DU
Parking (P)	2.46	--	--	--
Right-of-Way	2.11	--	--	--
Totals	70.799	--	645,108 0 DU	1,900,950 491 DU

**Note: Potential plazas areas included in acreages*
*** Existing 210,744 Industrial/Warehouse square footage not included.*

4.2 Traffic Improvements and Phasing

To accommodate the level of development discussed above, traffic and parking improvements would be required in the West Dublin BART Specific Plan area, as follows:

a) Phase I Improvements. These improvements are required with the anticipated initial development in the BART station area and east to Amador Valley Boulevard. Existing roads currently serving the planning area should be maintained and improved to meet Specific Plan standards. Dublin Boulevard, Golden Gate Drive. and Regional Street will continue to provide regional and local access to the site. St. Patrick Way will be extended to provide east-west access through the center of the planning area beyond Golden Gate Drive to the edge of the developed area. The right-of- way for St. Patrick Way is planned to be 64 to 68 feet wide, and consist of one travel lane in each direction and left-turn lanes at selected locations.

With the anticipated Specific Plan traffic added to existing plus approved BART traffic volumes, two of the intersections within the vicinity of the West Dublin BART Specific Plan area would operate at unacceptable levels of service (LOS) during the AM and PM peak hour. These include the Golden Gate Drive/Dublin Boulevard and Amador Plaza Road/Dublin Boulevard intersections. In addition to roadway improvements currently underway or planned, the northbound Golden Gate Drive approach should be widened and restriped to include an additional left-turn lane to assure acceptable LOS in the plan area. Additionally, the northbound and southbound Amador Plaza Road approach lanes should be widened and re-striped to include separate through lanes. The ultimate northbound and southbound approach lanes would include one left-turn lane, one through lane, and one right-turn lane.

b) Phase II Improvements. These improvements for development west of Golden Gate Avenue to Regional Street would be needed to serve the area. St. Patrick Way will be extended to provide east-west access through the remainder of the planning area to Regional Street. The ultimate right–of-way for St. Patrick Way is planned to be 64 to 68 feet, and consist of one travel lane in each direction and left-turn lanes at selected locations. If St. Patrick Way is extended to Regional Street with future development, Regional Street should also be widened to four lanes with a two-way left-turn lane between Dublin Boulevard and St. Patrick Way. Additionally, the eastbound Dublin Boulevard approach to Regional Street should be widened and restriped to include a separate right-turn lane.

Additional roadway widening improvements would be needed with the projected traffic volumes. Golden Gate Drive would require widening to four travel lanes with two-way left-turn lanes between Dublin Boulevard and St. Patrick Way. The eastbound Dublin Boulevard approach at both Amador Plaza Road and Golden Gate Drive should be widened and re-striped to include a separate right-turn lane. Amador Plaza Road is already planned for widening to four travel lanes in the City's Capital Improvement Program budget.

To offset overall development impacts in the downtown area, including the BART related traffic, Dublin Boulevards is currently proposed for widening to six travel lanes between Sierra Court and Doughtery Road. A second eastbound right-turn lane would be installed on Dublin Boulevard at Doughtery Road.

Exhibit 7A shows the proposed roadway system and improvements to be implemented as part of the Specific Plan, and Exhibit 7B illustrates the proposed ultimate widening of St. Patrick Way through the Specific Plan area.

c) Intersection controls and improvements. Existing traffic signals will remain at the intersections of Dublin Boulevard/Golden Gate Drive and Dublin Boulevard/Regional Street.

d) Public transit provision. The City of Dublin will coordinate additional public transit stops with the Livermore Amador Valley Transit Authority. Placement of new transit stops will be based on intensity of new development, location of existing transit stops and availability of funding.

e) Bicycle and pedestrian facilities. New commercial and office development shall be required to provide bicycle storage facilities for employees and visitors to the site. The amount of bicycle parking shall be determined based on standards established in the Dublin Zoning Ordinance and the location of bicycle parking will be reviewed during the Site Development Review process for proposed new developments.

Dublin Boulevard is proposed to be designated as a Class II Bikeway lane and striping of the lane will occur in conjunction with other planned improvements to Dublin Boulevard.

f) Driveway spacing. Driveways into private lots should generally be limited to one driveway per parcel of record and shall conform to City of Dublin standards. New driveways shall be located a minimum distance of 150 feet from street intersections and from other existing driveways. Where feasible, driveways should be shared between two parcels to reduce the number of curb cuts along specific plan roadways.

g) Turning radii and emergency vehicle access. Based on Alameda County Fire Department standards, a minimum turning radius of 42 feet shall be maintained within parking lots and driveways. Fire lanes shall have a minimum width of 20 feet and shall be marked in accord with Fire Department standards.

Beyond the five to seven year period, in order to increase the intensity of development, significant changes in the transportation system would be required. Given the limitations of street locations, off-ramps from I-680, and potential building connections to the BART station, an entirely different specific plan would need to be developed to accommodate new growth.

4.3 Parking and Loading

Parking and loading for individual land uses shall be as required per the Dublin Zoning Ordinance, with the following exceptions. It is anticipated that parking within the specific plan area will include a mix of surface and structured parking.

a) Transportation Demand Programs: Required parking may be reduced for individual uses or groups of uses when a project developer prepares and implements a Transportation Demand Management (TDM) Program. TDM programs shall be

approved by the Community Development Director and shall include a range of activities to be undertaken by occupants of buildings within the Specific Plan area to ensure that alternative transit modes can replace use of single-occupant vehicles. The format and content of TDM programs shall be established by the City of Dublin, but should, at minimum, contain provision for an on-site transportation coordinator, car pooling and vanpooling preferential parking, subsidized public transit passes, telecommuting and similar features.

b) Shared Parking. Where two or more nearby land uses allow for shared use of parking facilities, sharing of parking areas may be allowed subject to the preparation of a shared parking study and the approval of this study by the City of Dublin Community Development Director.

c) Vehicle Parking District. Where the City or other public entity forms a vehicle parking district, on-site parking for individual parcels of land within the district may be reduced based on contributions of the land owner(s) to the District.

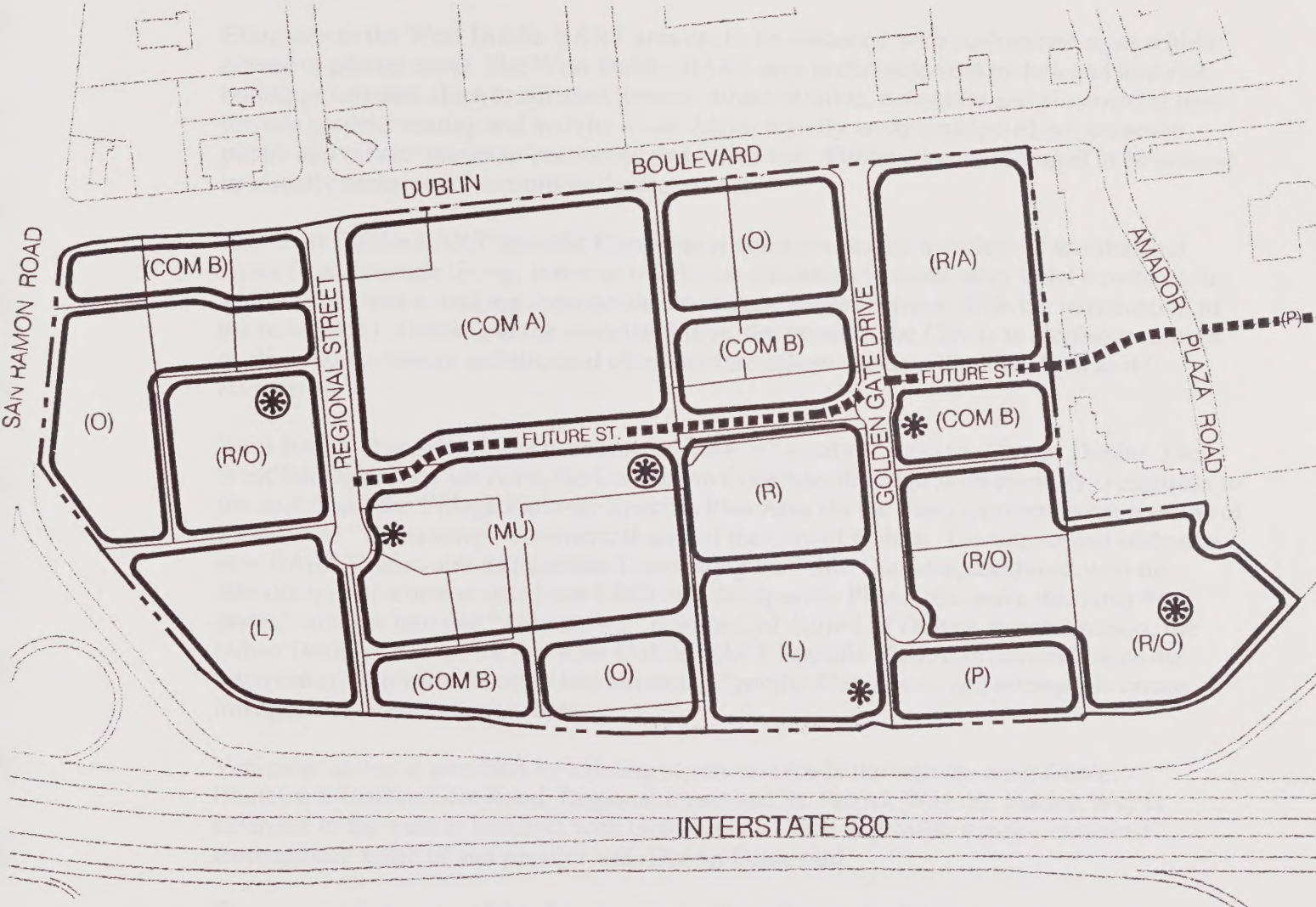
d) City Parking Lots. Should the City of Dublin construct parking lots within or adjacent to the Specific Plan area, the amount of on-site parking that is required for new or expanded uses may be reduced by the Community Development Director based on the proximity of City parking lots.

5.0 Land Use Concept

5.1 Concept Overview

The West Dublin BART planning area is seen as a regional landmark--the first transit-oriented development on the BART Dublin-Pleasanton line. The West Dublin BART area is intended as a high-intensity mixed-use area, capitalizing on regional transit linkages provided by both the BART line and supported by nearby freeways, I-580 and I-680.Within the West Dublin BART area, a mixture of low-rise and mid-rise buildings housing residences, offices, specialty retail, lodging, restaurant and similar uses that are consistent with a transit oriented area. In some instances, single land uses are located on a single site; however, there are many mixed use developments. Mixed land use types include horizontal mix of uses (two or more uses side by side on a single site), or vertical (different uses stacked over each other). Additionally, a vertical mix of uses such as residential over retail uses, and developments offering a live/work component would be encouraged. The proposed Land Use Plan is shown in Exhibit 9. Additionally, a vertical mix of uses such as residential over retail use, and developments offering a live/work component would be considered. On-site parking would be provided primarily through multi-level parking garages, although surface parking is allowed.

Certain sites within the Plan area are designated as "opportunity sites," and notated with an asterisk within a circle. These are sites in transition, that could be developed in the future into a use more intense than the existing land use based on market conditions and changes. Such sites in the West Dublin BART planning area could play a critical role in the transition of the area into a vital, transit-oriented urban place.



LEGEND

----	SPECIFIC PLAN BOUNDARY	(MU)	MIXED USE
⬭	USE AS NOTED	(COM B)	COMMERCIAL B
*	POTENTIAL PLAZA LOCATION	(O)	OFFICE
⊛	OPPORTUNITY SITE	(R/O)	RETAIL/OFFICE
(P)	PARKING) MIXED USE	(R)	RESIDENTIAL
(L)	HOTEL	(R/A)	RETAIL/AUTO
		(COM A)	COMMERCIAL A

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CITY OF DUBLIN 1982 CALIFORNIA

LAND USE PLAN

WEST DUBLIN BART SPECIFIC PLAN

CITY OF DUBLIN

EXHIBIT 9

A major transportation improvement includes a pedestrian/bicycle corridor linking the West Dublin BART Specific Plan area with the Downtown Dublin core area immediately north of the West Dublin BART area. Use of alternative transit modes within the area is encouraged, including BART, bus, bicycle and walking.

Entrances to the West Dublin BART area are to be enhanced with customized signs within attractive planter areas. The West Dublin BART area is characterized by low and mid-rise buildings oriented close to adjacent streets. Where feasible, restaurant and commercial uses include outdoor seating and activity areas. Major activity areas anticipated are attractive public and private plazas to encourage pedestrian use. Public art is encouraged to be located in visually prominent locations in developments.

The West Dublin BART Specific Plan Area is characterized by a variety of architectural styles from concrete tilt-up, low-rise warehouse structures to multi-story hotel structures. In addition, the area is lacking appropriate streetscape improvements. With the introduction of the new BART Station and the associated uses, the intent of the City is to emphasize a high quality and consistent architectural character throughout the Specific Plan Area as it is revitalized.

West BART also offers an opportunity to create a "window" into the City of Dublin. The West Bart Specific Plan Area, the Downtown Core Specific Plan Area (directly contiguous to the north) and the Village Parkway Specific Plan Area (to the East) represent what remains of the original "Downtown" commercial area of the City of Dublin. The impact and scale of a new BART Station and its associated uses along the I-580 Corridor, combined with the introduction of a new access from I-680 into the Specific Plan Area, make this Area the perfect window into this "Downtown" commercial district of Dublin. For this reason, the Urban Design Concept for the West Dublin BART Specific Plan Area acknowledges the interrelationship with the other two adjoining Specific Plan Areas, and attempts to create linkages and connections to them.

Vehicular access is provided by existing streets and roads through the area: Dublin Boulevard, Golden Gate Road, Regional Street and St. Patrick Way. St. Patrick Way is extended to the west to intersect with Golden Gate Drive to provide a major east-west thoroughfare south of and parallel with Dublin Boulevard.

The maximum amount of development in the West Dublin BART area is anticipated to be 1,900,950 square feet of non-residential space and 491 residential dwellings. Exhibit 9 shows the build-out land use concept plan for the Specific Plan area.

The Specific Plan vision is to be achieved through a public/private partnership involving the City of Dublin and local property owners and business owners. Special financing mechanisms, such as the Capital Improvement Budget, a business improvement district, or a vehicle parking district, as described in the chapter on Administration and Implementation, would be established to aid in funding improvements and the provision of common areas for organizing special events. Grants will be pursued to assist in funding public improvements.

5.2 Land Use Categories

Land use categories generally include the following:

Commercial A generally includes "big box" retail uses, general retail and service uses, and restaurants.

Commercial B uses are smaller-scale uses including specialty retail, restaurants, offices, entertainment and similar pedestrian-oriented uses.

Retail/Office uses include a range of general retail, uses as well as professional, business, corporate, medical and dental buildings.

Retail/Auto uses typically include sales and service of new and used vehicles.

Residential uses include medium and higher density residential dwellings. A high-density range of 30 to 50 units per acre may be acceptable.

Office land uses include professional/administrative, business, corporate, medical and dental buildings.

The *Mixed Use* land use category includes residential and at least one non-residential land use type, such as office or retail.

5.3 Permitted/Conditional Land Uses

Permitted, conditional and temporary permitted uses allowed within the West Dublin BART Specific Plan area are located in the City's Zoning Ordinance by zoning district.

5.3.1 Permitted and Conditional Uses

The following land uses are permitted by land use category, subject to compliance with all development standards and design guidelines.

5.3.2 Temporary Uses

Temporary uses are allowed in the Specific Plan area with the issuance of a Temporary Use Permit by the Dublin Zoning Administrator, in accordance with the Zoning Ordinance. Included in the category of typical temporary uses are Christmas Tree sales lots, carnivals, street fairs, farmer's markets, pumpkin sales, temporary construction trailers, and similar types of short-term uses.

5.4 Development Standards

a. Minimum lot size
   (i) residential lots: 1.5 gross acres.
   (ii) non-residential lots: 10,000 square feet

b. Minimum lot dimensions (residential lots only, Planned Developments excluded)
   (i) width: 50 feet
   (ii) depth: 80 feet

c. Maximum Floor Area Ratio: Per Table 5.

d. Building height: Eight stories. Architectural appurtenances may exceed the height limit.

e. Landscaping. The following areas on private lots shall be landscaped:
   (i) All required setbacks
   (ii) Parking lots

6.0 Urban Design Guidelines

6.1 Purpose and Intent

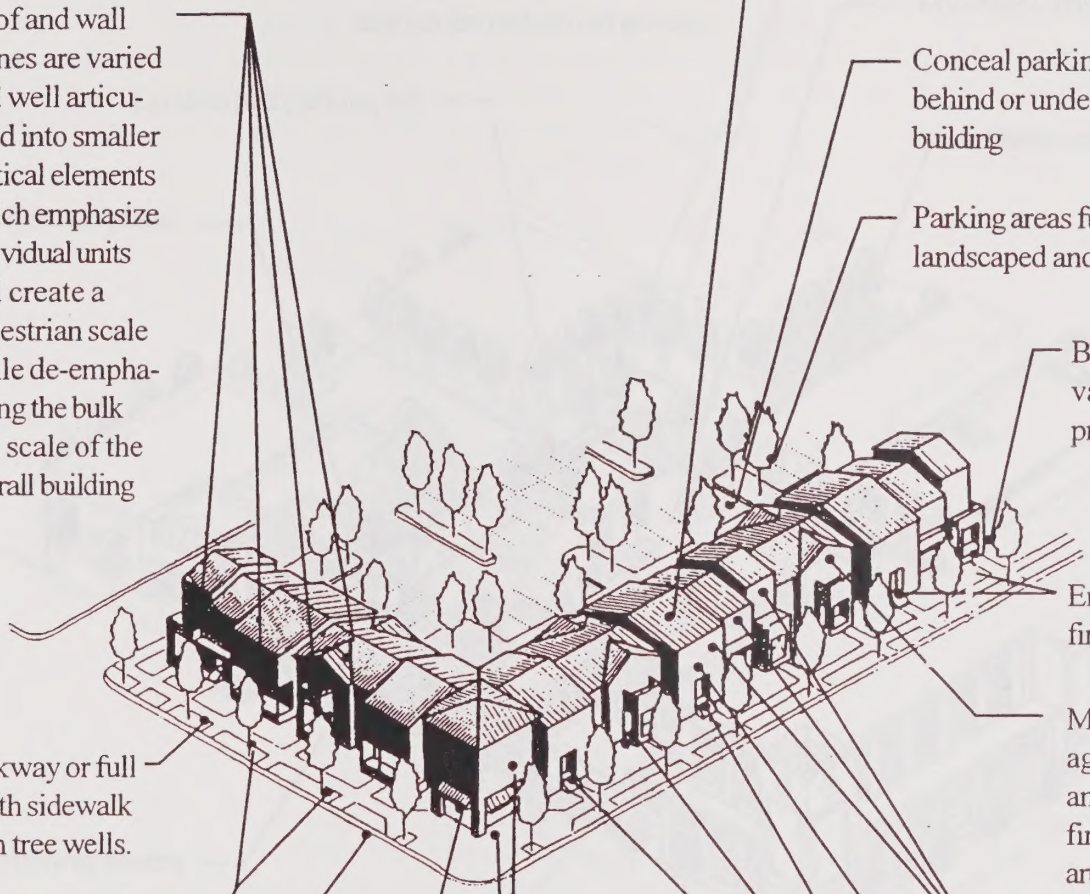
The following Architectural Design Guidelines are intended to be general and apply to all land use areas within the Specific Plan Area. The Guidelines are not specific to an individual land use or type of development. Rather, they provide a framework for an overall character and design consistency throughout the West Dublin BART Specific Plan Area. Their purpose is to create a community design image that is appropriate and will promote the pedestrian oriented focus of the West Dublin BART Specific Plan. The Architectural Design Guidelines are to be used in conjunction with the Site Planning Guidelines and the City of Dublin Zoning Ordinance (Title 8 of the Municipal Code) as well as other applicable development codes (i.e., building, fire, electrical, etc.). More detailed guidelines and design details can be found in the Technical Appendices, Appendix C, West Dublin BART Specific Plan and Urban Design Guidelines, a supporting document.

This program will establish an approach to design that will allow and encourage diverse architectural solutions throughout the redevelopment of the area while maintaining a clearly recognizable overall design character and quality. The following section provides general direction on architectural development including building form, accent elements, articulation and scale and recommended/discouraged construction materials. The West Dublin BART Specific Plan Area will have a new urban form, one that is built over time on the existing fabric of the Plan Area. The new BART Station Complex will have a significant influence on the changing form of the Area.

6.2 General Design Principles

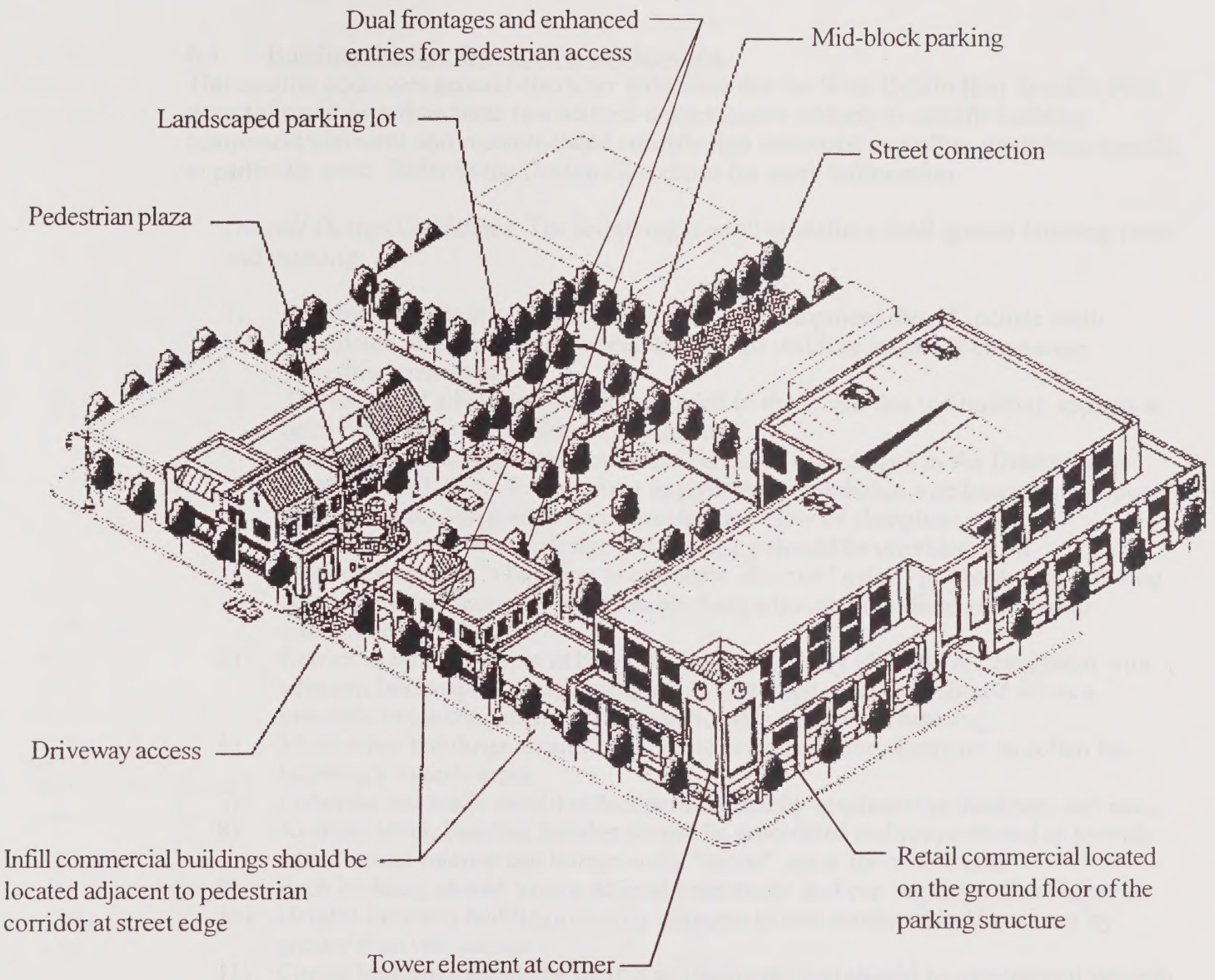
There are several key principles that will guide the architectural design throughout the West Dublin BART Specific Plan Area in order to meet the overall Goals and Objectives of the Specific Plan (see Figures 1 and 2 for overall examples). These principles include:

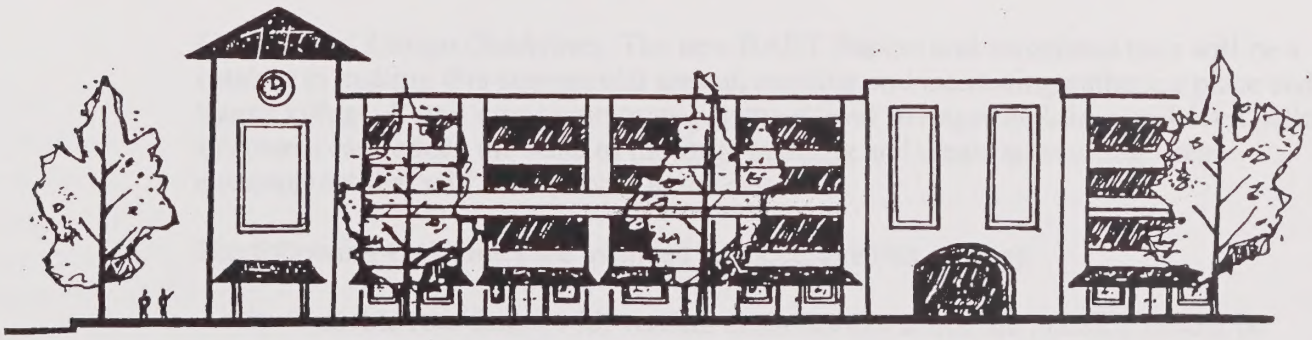
1) Pedestrian-oriented design as the Plan Area's main priority.
2) Avoid typical automobile-oriented strip center planning and architectural design.
3) Articulate individual building forms and features.
4) Provide architectural design solutions that accommodate a mixture of uses grouped together (i.e., commercial space adjacent to residential space adjacent to office space).
5) All physical improvements within the Plan Area should provide strong pedestrian connections between uses, through parking areas and along street corridors.
6) Physical and visual emphasis of connections to the Downtown Core Specific Plan is important.



Note:
On buildings of over three stories in height, upper stories (4-6) should be stepped back from the facade line to open up light and solar access to street and spaces below.

Building Form, Massing and Materials:


Dual frontages and enhanced entries for pedestrian access
Mid-block parking
Landscaped parking lot
Street connection
Pedestrian plaza
Driveway access
Infill commercial buildings should be located adjacent to pedestrian corridor at street edge
Retail commercial located on the ground floor of the parking structure
Tower element at corner



6.3 Building Design, Orientation and Massing

This section addresses general character guidelines for the West Dublin Bart Specific Plan Area followed by subsections that address design issues relating to specific building component/elements and recommended construction materials, as well as guidelines specific to particular uses. Refer to the Design Guidelines for more information.

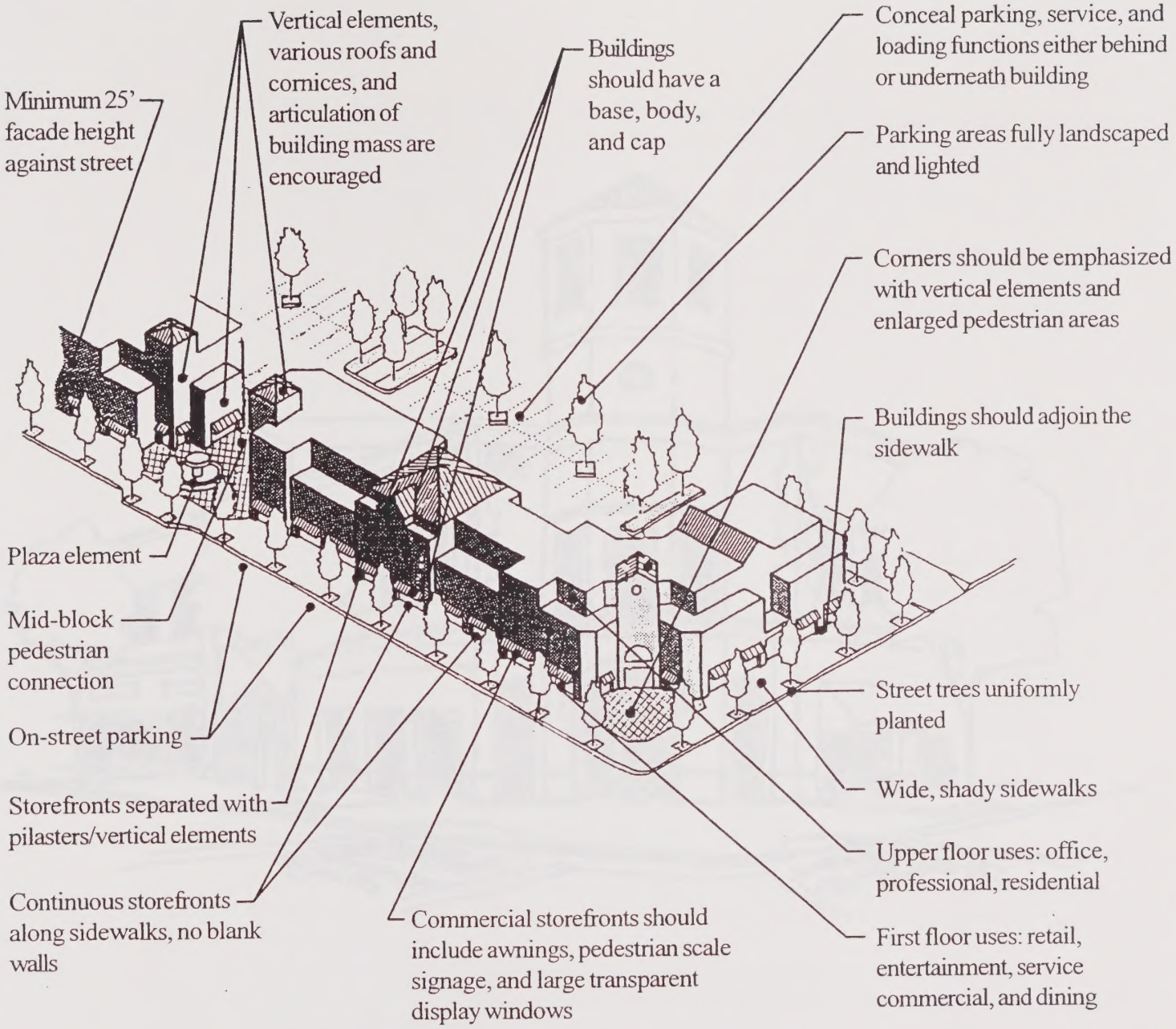
Overall Design Guidelines. The following overall guidelines shall govern building form and massing:

1) Buildings larger in scale than surrounding development should include well-articulated architectural elements that reduce building mass and emphasize pedestrian orientation.
2) The height of a building should be varied to the extent that the building appears to be divided into distinct massing elements.
3) Buildings supporting street level retail uses are encouraged in the Dublin West Dublin BART Specific Plan Area to promote and enhance a pedestrian atmosphere and should be designed to accommodate a variety of changing uses.
4) Consistent architectural design and detailing should be provided at all sides/elevations of a building to eliminate obvious "side-" or "back-" of building appearances—especially when visible from adjoining buildings, spaces and circulation corridors.
5) Entries to buildings should be individualized, clearly identifiable, integrated with adjacent landscaping or streetscaping (where applicable) and should act as a principle organizing element in the building's design and massing.
6) Multi-story buildings should incorporate some two-story elements to soften the building's overall mass.
7) Columns and walls should reflect permanence by emphasizing thickness and mass.
8) At street level, building facades should be articulated and proportioned to provide added visual interest and human scale "niche" areas for pedestrians.
9) Each building should have a defined base, body, and cap segment. (See Figure 3)
10) Heights between buildings directly adjacent to one another should not vary by greater than two-stories.
11) Corner buildings should be treated as landmarks and should be emphasized through height, orientation and articulation (i.e., towers, architectural features, building entries, etc.). (See Figures 3 and 4)

Commercial Design Guidelines. The new BART Station and associated uses will be a catalyst in making this commercial area an exciting and interesting gathering place and transit village. Retail uses incorporated at street level in larger buildings and even parking structures can reduce the scale of the large building and create an exciting street environment that will draw people to the area.

The following Guidelines are intended to encourage this concept:

1) Variable roof forms with vertical elements that articulate massing should be incorporated into the building design.



Note:
Commercial and Mixed Use buildings along St. Patrick Way and Golden Gate Drive should incorporate building articulation, which creates opportunity for discovery by pedestrians through plazas and unique spaces. Street furnishings, trees, planters, thematic lighting, variety in paving surface texture and color, will enhance the retail environment. Commercial infill of Mixed Use designation shall incorporate design guidelines for both Commercial and Business and Office Design Guidelines. External entries to second floor buildings may be located adjacent to first floor entries, but staircases and elevators should be located internally with entry designs compatible (but not necessarily identical) with first floor entries. External staircases and entries to second floor businesses may be considered if they enhance the overall architectural character of the design and fulfill required setbacks.

Building, Siting and Orientation

Note:
Buildings located on corners should be "Landmark" buildings with tower elements and plaza features adjacent to entries.

Building, Siting and Orientation

2) Store fronts rather than blank walls should adjoin sidewalks and pedestrian areas where buildings interface with these areas. Parking structure design should consider street level retail/office space when fronting pedestrian areas.
3) Primary building entries should be accentuated with plaza features to strengthen the connection to the street and orientation for the pedestrian.
4) Buildings should be located adjacent to primary circulation corridors and streets to define the street edge and encourage pedestrian circulation.
5) Parking structure design should utilize forms, materials and details that are compatible with surrounding buildings.

Business and Office Design Guidelines

1) Buildings should be both horizontally and vertically articulated into interesting forms rather than a simple box.
2) All tenant signage should be incorporated into the architectural elements of the building.
3) Mirrored and tinted window glazing should be limited to cool colors in the blue and green hues. Black, silver and warm colored windows are discouraged.
4) Loading and storage areas must be screened from public view.

Residential Design Guidelines. Residential land use in the Plan Area will complement commercial land use and it is essential that residential design also consider the desire for creating a pedestrian environment within the Plan Area. Special attention should be focused on establishing a strong street-friendly relationship between dwelling structures and the public sidewalk and street while diminishing the visual impact of automobiles and their associated parking areas. While residential uses will likely be constructed as part of a mixed-use complex, the Guidelines should be given consideration:

1) Units should be oriented toward the street with stoops and porches where feasible. Overall building orientation should comply with Guidelines contained elsewhere in this section.
2) Both wall and roof planes should be varied and articulated into smaller vertical modules which emphasize each individual unit and reduce the overall massing and scale of multi-unit buildings.
3) The size, scale, proportion color, placement and detailing of architectural features such as porches, balconies, chimneys, doors, windows, dormers and fencing should be carefully considered to complement the overall character, massing and scale of the building.
4) The visual impact of parking areas should be minimized by locating them behind buildings and away from the street. Where parking areas are not completely hidden behind buildings, low walls/fences with landscaping are encouraged along the street.

Site Planning Guidelines. The purpose of the Site Planning Design Guidelines is to guide the orientation, placement and massing of buildings on individual sites to ensure an appropriate interface of structures to public places and parking areas. The guidelines illustrate ideal prototypical design solutions to provide benchmarks by which to evaluate future Specific

Development Proposals. The Guidelines are general and apply to all uses within the Specific Plan Area:

1) Buildings should have detailed elevations along the street with parking, service and utilities located away from the street whenever possible.
2) Zero setback is encouraged along sidewalks with the following exception: to create pedestrian plazas, create entries, articulate building mass as long as the overall effect of the building facade along the sidewalk is not diminished. The intent is the promotion of pedestrian activity along the sidewalk frontages throughout the Plan Area while diminishing the visual impact of parking and service. This can be best established by creating a strong sense of place within the pedestrian zone. The pedestrian zone is defined by the "street wall" or edge represented by the "Street Wall" or edge represented by the buildings along the sidewalk (see Figure 5).
3) Parking areas should be located in parking structures or behind buildings. Parking areas must be landscaped and lighted. Where parking areas are located or open to a street corridor, parking should be screened by a low wall along the back edge of sidewalk that will serve to define the street edge.
4) Mid-block pedestrian connections are encouraged between rear parking lots and the sidewalk. These connections should be paved, lighted and landscaped consistent with the sidewalk and be no less than 20 feet in width. Enhanced treatment at these connection locations is encouraged (i.e., plaza design, special paving treatment, and substantial landscaping).

6.4 Streetscape Standards

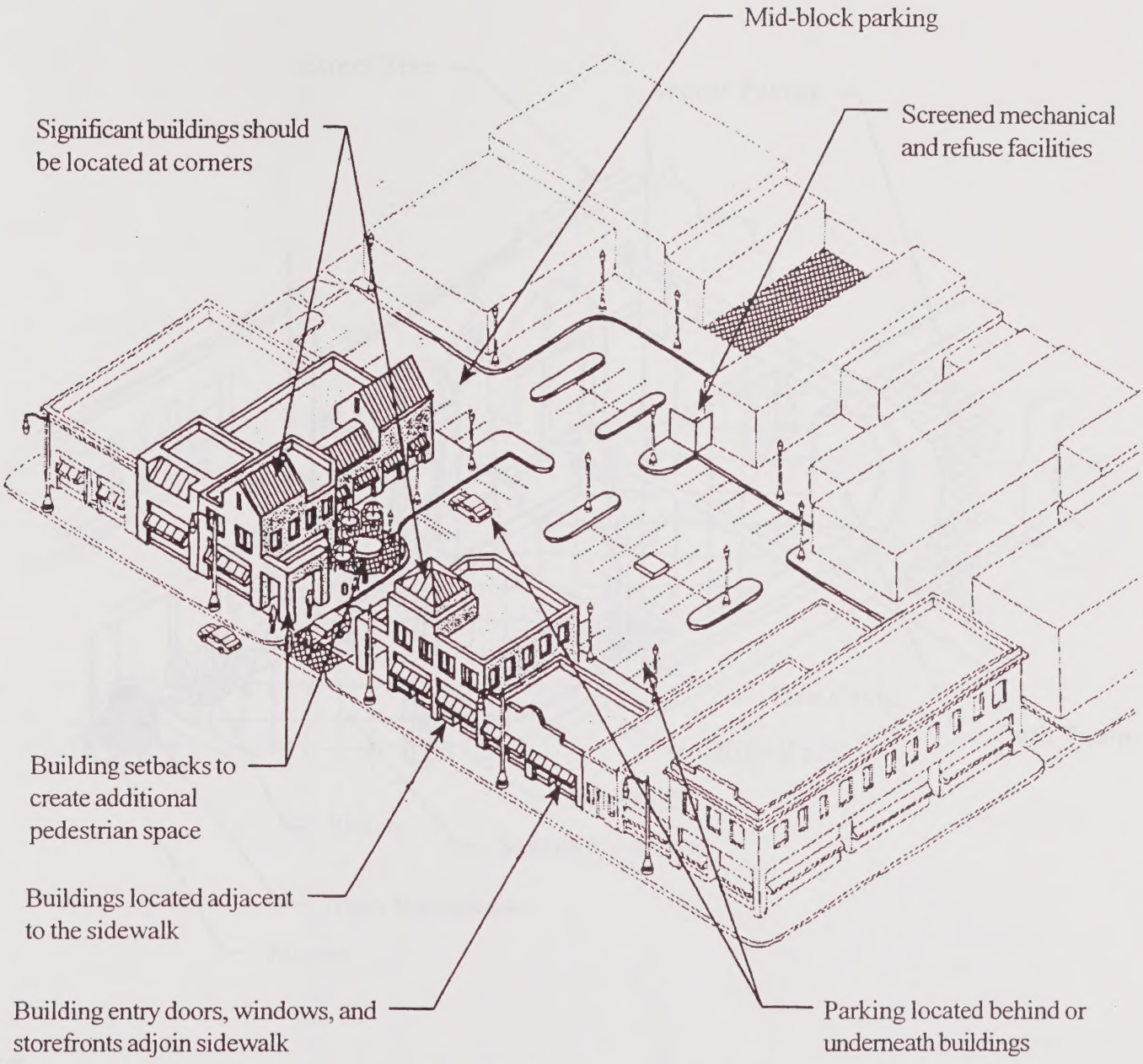
This section of the Specific Plan regulates the location and conceptual design of streetscape and landscape standards. The streetscape design guidelines for the West Dublin BART Specific Plan Area address the sidewalk, street trees, street furnishings and pedestrian connections throughout the West Dublin BART Specific Plan Area. The streetscape design is critical to the pedestrian orientation desired by the City for this Specific Plan Area. Creating a cohesive circulation system that makes pedestrian movement along major street corridors a comfortable experience is at the core of enhancing the pedestrian-oriented design for the area.

Presently, streetscape improvements in the Specific Plan Area are generally lacking in pedestrian orientation and scale. For the most part, sidewalks are of inadequate width and lack the street edge definition and framing elements such as street trees that are important to create a comfortable pedestrian environment.

Streetscape Design: See Figures 6 and 7 for examples of streetscape.

Sidewalks. The following guidelines govern the placement and design of sidewalks in the Specific Plan area.

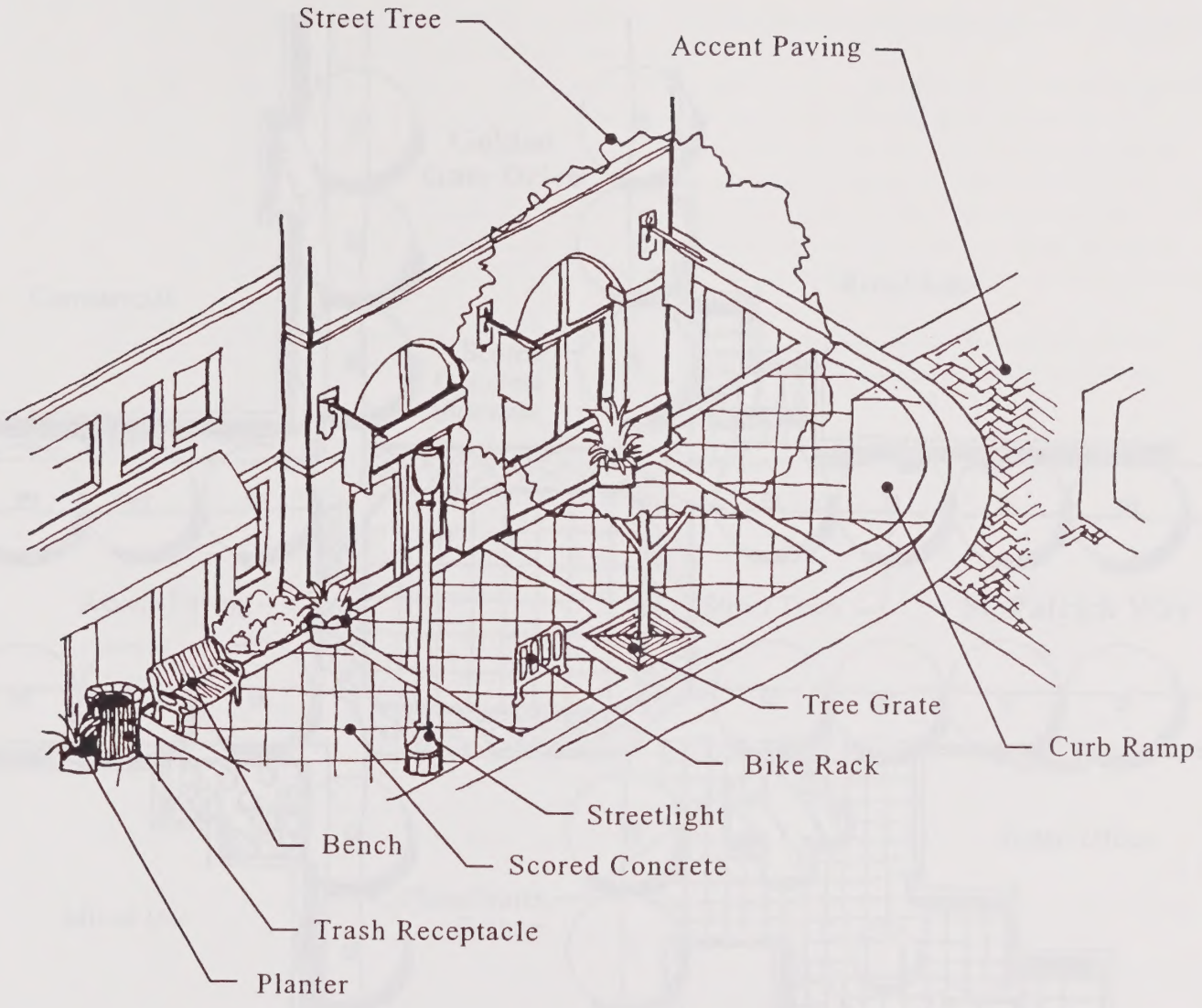
1) Sidewalks should be a minimum 10 feet in width from face of curb to back of walk.
2) Street trees should be located in tree wells at the back of sidewalk at regularly spaced intervals (typically 30 feet on center).
3) Sidewalk surface should incorporate a pattern through the use of material, color or texture that will reinforce the articulation and rhythmic pattern of adjoining building facades.



Building, Siting and Orientation

West Dublin BART Urban Design Guidelines

FIGURE 5

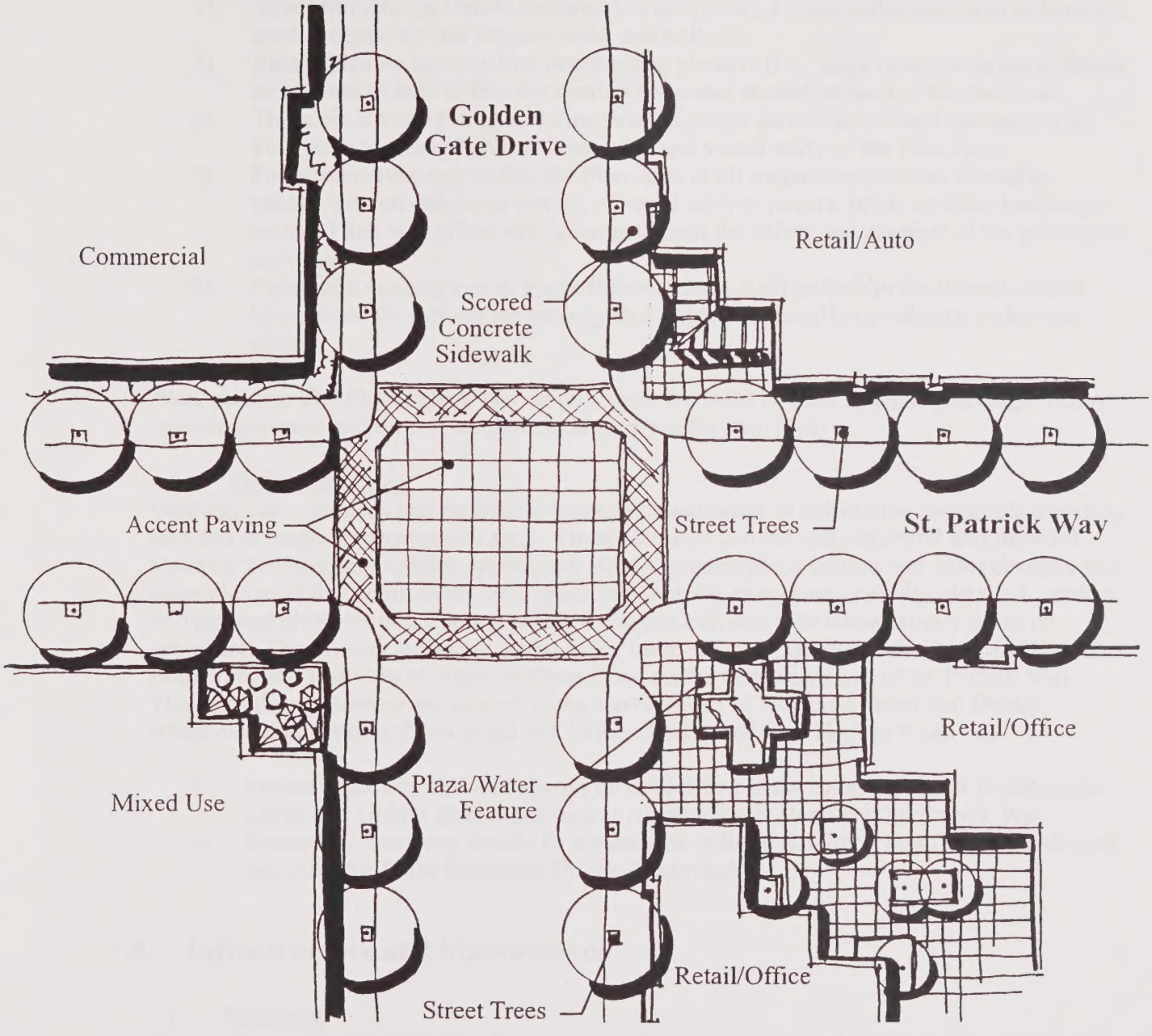


Note:
Street furniture such as benches, trash receptacles, bicycle racks and planters will be incorporated into pedestrian areas. Enhanced sidewalks, street trees in grates and streetlights will be used throughout the Specific Plan Area streets.

Streetscape Character

West Dublin BART Urban Design Guidelines

FIGURE 6



Streetscape (Golden Gate Drive and Saint Patrick Way)

West Dublin BART Urban Design Guidelines

FIGURE 7

4) Street furnishings should include, at a minimum, a coordinated selection of benches, trash receptacles and bicycle racks and bollards.
5) Raised planter areas and/or freestanding planters (i.e., large ornamental pots) should be utilized to help define the seating areas and should be used at intersections.
6) Thematic street lighting and directional signage should be utilized throughout the Plan Area to strengthen the street edge and visual unity of the Plan Area.
7) Pedestrian crossings within the Plan Area at all major intersections should be treated with an enhanced paving material such as pavers, brick, or other hardscape material that will offset and accentuate both the safety and comfort of the pedestrian crossing.
8) Pedestrian crossings over major thoroughfares such as Dublin Boulevard should incorporate the newest technology and lighted crosswalks to enhance pedestrian safety.

Plant palette. The Plant Palette shown on Figure 8 should be used to guide plantings within streetscape areas and on private parcels in the Specific Plan area.

6.5 Project Gateways

Gateways are elements that provide a framework and sense of orientation for people traveling into and through the Downtown area. These elements can include structural architectural features, landscaping, lighting, public art, plazas, ground plane texture and color changes and other elements that begin to define a space or place. Gateways are typically physical, vertical or overhead elements that frame a point of entry or exit and give a momentary sense of enclosure. The primary gateways occur at the intersection of Golden Gate Drive and Dublin Boulevard and just west of Amador Plaza Road on the new alignment of St. Patrick Way. The secondary gateways are located at the intersections of Regional Street and Dublin Boulevard and Amador Plaza Road and Dublin Boulevard (See Figures 9 and 10).

1) Primary gateway features should be established at the intersections of Golden Gate Drive and Dublin Boulevard, and at Amador Plaza Road and St. Patrick Way.
2) Secondary gateways should be established at Regional Street and Dublin Boulevard and Amador Plaza Road and Dublin Boulevard.

7.0 Infrastructure and Maintenance

7.1 Overview

This section of the Specific Plan document deals with providing adequate public utilities and facilities to support the amount of development anticipated for the West Dublin BART area. Maintenance of public and private facilities is also addressed.

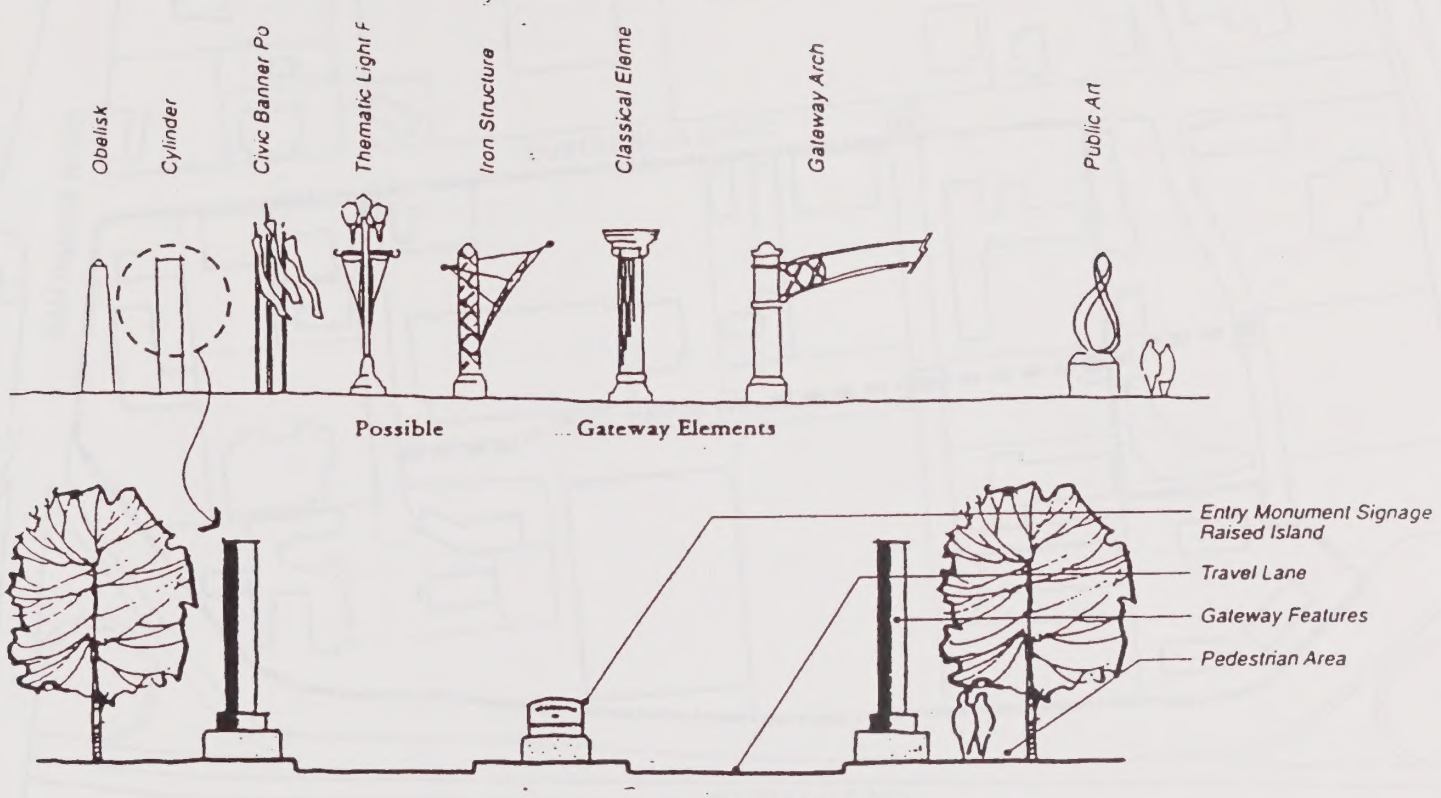
7.2 Water System

Adequate water supply and pressure exists to serve the amount of development anticipated within the Specific Plan area. As part of development of individual new structures and/or redevelopment of existing structures, DSRSD and the City of Dublin will review water service and may require upgrading to meet current codes. An upgrade to a 12" loop waterline from Regional Street to Amador Plaza Road may be required with new development, but the District will need to evaluate the system when specific projects are submitted.

West Dublin BART Preferred Plant Matrix

Botanical & Common Name	Plant Uses: Street Tree	Accent Tree	Parking Lot Planting	Understory Planting	Low, Spreading	Drought Tolerant	Comments:
TREES							
Fraxinus augstifolia 'Raywood' *Raywood Ash*			●				Shades streets, lacy foliage
Pyrus calleryana 'Aristocrat' *Aristocrat Pear*	●					●	White early flowers
Koelreuteria bipinnata *Chinese Flame Tree*		●					Shades street, fall color
Lagerstroemia indica 'Rubra' *Crape Myrtle*		●					Red flowers during summer
Pistacia chinensis *Chinese Pistache*	●					●	Shades street, fall color
Ulmus pavifolia *Chinese Elm*		●					Shades streets, fast growing
Cotinus coggygria *Smoke Tree*		●				●	Orange and scarlet leaves in autumn
Ceris canadensis *Eastern Redbud*		●					Showy flowers in spring
Robinia ambigua 'Idahoensis' *Idaho Locust*		●					
Sapium seboferum *Chinese Tallow Tree*			●				Autumn color, fast growing
Celtis sinensis *Chinese Hackberry*	●		●			●	
SHRUBS & GROUNDCOVER							
Rhaphiolepis -*Rosaceae*					●	●	Evergreen shrubs
Xylosma - *Flacourtiaceae*					●		Evergreen or deciduous shrub
Rhamnus - *Rhamnaceae*				●		●	Evergreen or deciduous shrub
Phormium tenax - *Dwarf New Zealand Flax*				●			Low maintenance, sword like leaves
Rhaphiolepis ssp.				●		●	Low maintenance
Arctostaphlos edmundsii - ***Emerald Carpet***					●	●	
Ceanothus gloriosus 'Anchor Bay'					●	●	
Xylosma congestum - ***Xylosma***				●			
Pennisetum setaceum 'Rubrum' - ***Fountain Grass***				●			
Rhamnus californica 'Eve Case' - ***Coffeeberry***				●		●	
Dodonaea - ***Hopseed Bush***					●		
Rosemainus officinalis - ***Rosemary***					●	●	
Grevillea 'Noelli' - ***Grevillea***				●			
Lavatera - ***Tree Mallow***					●		
Nerium Oleander - ***Oleander***					●	●	
Grevillea - ***Proteaceae***				●			
Berberis - ***Barberry***				●		●	
Nandina - ***Sacred Bamboo***					●		
Artemisia - ***Powis Castle***					●		
Pittosporum - ***Pittosporaceae***					●	●	
Juniper shore - ***Conferta***					●		
Leptospermum - ***Tea Tree***					●		
Carpet Rose					●		
Erigeron - ***Fleabane***					●		
Tulbaghia violacea - ***Society Garlic***					●	●	
Agapanthus - ***Lily of the Nile***					●	●	
Dietes - ***Fortnight Lily***					●	●	
Jasminum - ***Jasmine***					●	●	
Chrisanthemum - ***Asteraceae***					●		
Lantana montevidensis - ***Verbenaceae***					●	●	
Tagetes Lemmonii - ***Marigold***					●		
Onethera - ***Mexican Evening Primrose***					●	●	
Verbena - ***Verbenaceae***					●		
Lavandula - ***Lavender***					●	●	

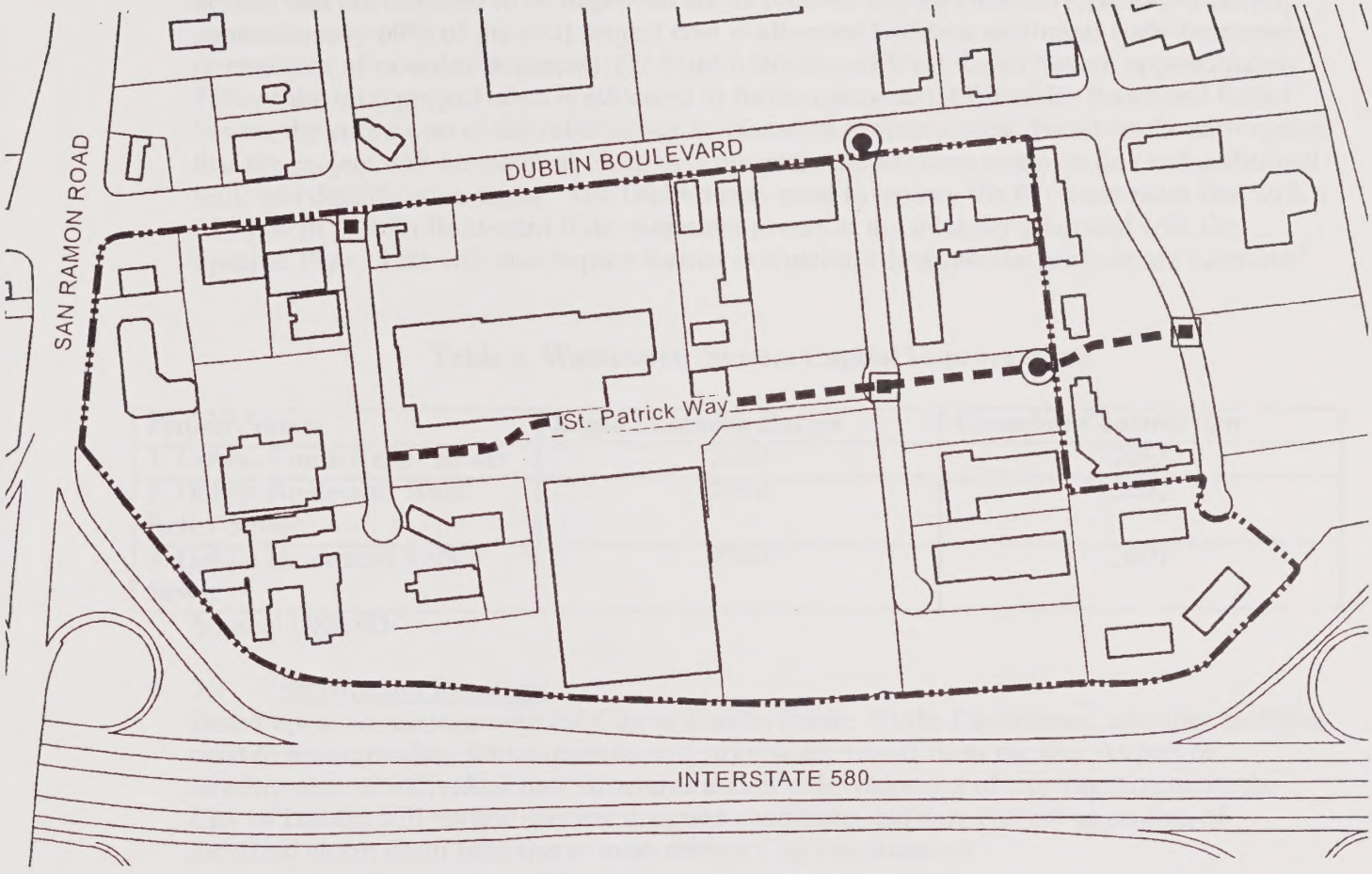
FIGURE 8



Gateway Elements

West Dublin BART Urban Design Guidelines

FIGURE 9



Symbol	Description
◉	Primary Gateway/Intersection
▣	Secondary Gateway/Intersection

Gateway Diagram

West Dublin BART Urban Design Guidelines

FIGURE 10

7.3 Wastewater Facilities

To accommodate the additional intensification anticipated as part of the Specific Plan, certain capital improvements projects are required to occur as identified in the Wastewater Collection System Master Plan. Specifically, the improvements to the wastewater collection system that are required to be improved are as follows: (1) the Dublin Trunk Relief Sewer, approximately 69% of the total project cost is allocated to future customers (new businesses or residents of new development); (2) Dublin Boulevard West Relief Sewer, approximately 75% of the total project costs is allocated to future customers; (3) Dublin Boulevard Relief Sewer, the entire cost of the relief sewer is allocation to future users, based on the assumption that the project will be required when new upstream connections come on line and additional infill and densification occur. The District may need to replace the 8" sewer main line with a 12" line in Dublin Boulevard if development occurs at the intensity proposed with the Specific Plan. This will also require further evaluation when specific projects are submitted.

Table 8. Wastewater System Capital Improvements

Project Name	*Begin Planning Design*	*Complete Construction*
1. Dublin Trunk Relief Sewer	2000	2003
2. Dublin Boulevard West Relief Sewer	2000	2001
3. Dublin Boulevard Relief Sewer	2000	2001

Source: DSRSD

7.4 Stormwater Drainage

Based upon discussions with the City of Dublin Public Works Department, adequate facilities exist to accommodate future quantities of stormwater runoff from the site. As part of development of individual new structures and/or redevelopment of existing structures, the City of Dublin will review specific drainage conditions and may require upgrading of localized storm drain facilities to meet current City requirements.

7.5 Maintenance

Facilities within the West Dublin BART area will be maintained through a combination of public and private entities, as follows:

Table 9. Maintenance Responsibilities

Facility	**Maintenance Entity**	**Comment**
Public and Private Streets and Utilities		
Public street facilities	City of Dublin	Includes street paving and striping, traffic signals, traffic control signs, street signs, street lights, sidewalks
Bus benches and bus structures	City of Dublin	
Traffic signals	City of Dublin	

Underground utilities within public rights-of-way or dedicated easement	Appropriate utility provider	Includes water, sewer, drainage, natural gas, electricity, telecommunications
Open Space/Landscaping		
Parkways and medians-public streets	City of Dublin	Includes landscape and hardscape adjacent to streets
Project entries	City of Dublin or BID	Includes entry signs, landscape and hardscape
Public park/plaza	City of Dublin or BID	

8.0 Administration and Implementation

8.1 Introduction

This section of the Specific Plan outlines methods for translating project objectives, the land use concept, circulation plans and other elements of the Specific Plan into reality. Primary methods for implementation include rezoning the Specific Plan area, review of private development plans, including subdivision of land, and capital improvement projects undertaken by the City of Dublin. Also addressed are methods to amend the West Dublin BART Specific Plan.

8.2 West Dublin BART Specific Plan Zoning District

One of the first implementing actions for the Specific Plan is the initiation of a rezoning action for the Specific Plan area. Proposed zoning for the area would be "West Dublin BART Specific Plan" District. The West Dublin BART Specific Plan would constitute the text of the proposed zoning district and all new developments within the Specific Plan area would need to be consistent with the requirements and standards of the Specific Plan.

8.3 Non-Conforming Uses

Only permitted and conditionally permitted land uses, as identified in Section 4.2 of the West Dublin BART Specific Plan shall be allowed. Land uses existing as of the adoption date of this Specific Plan may continue to remain after the adoption of the Specific Plan, as allowed by Chapter 8.140 of the Dublin Zoning Ordinance, Non-Conforming Structures and Uses.

8.4 Review of Building Plans

All proposed plans for new buildings, expansion of existing buildings and remodeling of existing buildings shall be submitted to the City of Dublin Planning Department for review of consistency with the standards and requirements of the West Dublin BART Specific Plan.

Minor additions and remodeling may be approved on an administrative basis by the Community Development Director, so long as proposed plans are consistent with all of the provisions of this Specific Plan.

Development proposals involving 1,000 gross square feet of floor area or more shall be required to adhere to the provisions of Chapter 8.104 of the Dublin Zoning Ordinance, Site Development Review.

8.5 Conditional Use Permits and Variances

Conditional Use Permits and Variances, as may be required pursuant to this Specific Plan or the Dublin Zoning Ordinance, shall be submitted and reviewed in accord with Sections 8.100 (Conditional Use Permits) and Section 8.112 (Variances) of the Dublin Zoning Ordinance. Public hearings, notifications shall be conducted and findings shall be made pursuant to applicable provision of the Dublin Zoning Ordinance.

8.6 Subdivision of Land

Division of land into smaller parcels may be approved by the City of Dublin so long as lot and other dimensional standards set forth in Section 4 of the Specific Plan are met.

8.7 Environmental Review

Proposals for new construction and subdivision of land are subject to the requirements of the California Environmental Quality Act. Each development proposal will be reviewed by the Dublin Planning Department for determination of the appropriate action.

8.8 Fees

Proposals for new development are required to pay City of Dublin fees in effect at the time of project submittal. These fees may include development impact fees. Other fees, including but not limited to those levied by Dublin San Ramon Services District (DSRSD), Zone 7 and other agencies, are due at the time building permits are issued by the City.

8.9 Sign Permits

Permits to construct, modify or change the copy of signs by more than twenty-five (25) percent within the Specific Plan area shall be subject to the issuance of a sign permit by the Dublin Planning Department and written permission from the property owner on which the sign is or is proposed to be located.

8.10 Capital Improvement Projects

The City of Dublin, either as part of a public/private partnership or acting alone, may assist in implementing the West Dublin BART Specific Plan through undertaking the following capital improvements. It is anticipated that these and/or other programs would be included in future City of Dublin Capital Improvements Budgets and implementation would be phased for forthcoming years (shown in order of priority).

Phase I:

- Construction of extension of St. Patrick Way from Amador Plaza Road to Regional Street. This would be phased with development, with the first segment built from Golden Gate Drive to the edge of initial development, and the second phase built from Golden Gate Drive to Regional Street.

- Construction of widening and restriping for Golden Gate Drive/Dublin Boulevard and Amador Plaza Road/Dublin Boulevard necessary to mitigate any traffic and circulation impacts associated with the project (build-out of Specific Plan area).

- Undertake any drainage improvements in conjunction with development to alleviate identified drainage problems in channel areas adjacent to I-580 within the Specific Plan area.

Phase II:

- Construction of widening and restriping for Regional Street to four lanes with the second phase of development, and extension of St. Patrick Way from Golden Gate Drive to Regional Street.

- Plaza development in one or two locations (partial funding from private development).

- Pedestrian corridor along Golden Gate Drive to the Downtown Core: Special paving treatment (consistent pattern) and increased sidewalk widths (10-15 feet) through area connecting West Dublin BART station to Downtown Core (partial funding from private development).

- Pedestrian corridor along St. Patrick Way: Special paving treatment (consistent pattern) and increased sidewalk widths (10 feet) through area and connecting residential and retail, office to West Dublin BART station (partial funding from private development).

- Completion of a streetscape program to add new landscape elements, street improvements, street furniture, thematic lighting, and other items identified in the Specific Plan. The elements of this program should be included in all new developments of re-development of properties as appropriate.

- Development of a comprehensive sign and directory program for the West Dublin BART area, which may be in conjunction with similar programs for other Specific Plan areas.

8.11 Financing of Improvements/Financing Plan

Implementation of the public improvements within the Specific Plan area will be shared between the City of Dublin and private landowners and businesses. As an implementation program following the adoption of the West Dublin BART Specific Plan, the City shall prepare a detailed Financing Plan for the West Dublin BART area, identifying proposed public and private improvements, estimated improvement costs and specific methods to pay for improvements. It is anticipated that some or all of the following financing mechanisms will be employed to carry out the vision of the West Dublin BART Specific Plan.

8.11.1 City of Dublin Capital Improvement Budget

The City's Capital Improvement Budget can be used to design and construct major public improvements within and adjacent to the West Dublin BART area, including but not limited to upgrading existing roadways, constructing the extension of St. Patrick Way, constructing project entries, adding landscaping adjacent to existing and proposed roads, constructing new pedestrian crosswalks, upgrading infrastructure facilities and similar items.

8.11.2 Business Improvement District
Provisions exist to allow a majority of property owners (and merchants) to voluntarily form a Business Improvement District for the purpose of funding capital improvements not paid for and to fund marketing efforts to attract shoppers and visitors.

8.11.3 Vehicle Parking District
A Vehicle Parking District could be used to finance a new parking lot or lots to accommodate shoppers and visitors to the area, if this is needed in the future with intensified development.

8.11.4 Other Financing Methods
Other methods exist to finance identified improvements, including but not limited to benefit assessment districts, community facility districts, and use of other governmental loans and grants, such as ISTEA funding.

8.12 Specific Plan Phasing

No specific phasing strategy is envisioned for developing land uses identified in the West Dublin BART Specific Plan. Construction of new uses adjacent to the West Dublin BART station is anticipated, although development on other properties may occur first. Individual projects may be developed in phases. Construction within the Specific Plan area will be monitored by the Dublin City staff to ensure that infrastructure and services can be provided to serve proposed development.

Key to providing services will be construction of roadway and circulation improvements linked to intensification of land uses. The provision of these improvements will occur with development of projects, and as services are needed.

8.13 West Dublin BART Merchants Association

Formation of a formal West Dublin BART Merchants Association by business owners in the Specific Plan area is anticipated. The Association would take the lead in organizing and carrying out special events, such as street fairs and festivals, farmers' markets and seasonal activities, as well as publishing marketing and promotional material.

8.14 Specific Plan Amendments and Substantial Conformity

A major amendment to this Specific Plan requires the review and approval of the City of Dublin Planning Commission and the City Council. Major amendments are governed by applicable provisions of the California Government Code, which requires an application to be filed, along with necessary fees, stating in detail the reasons for the proposed amendment and any necessary supporting studies. Major amendments shall be subject to additional environmental review pursuant to the California Environmental Quality Act (CEQA).

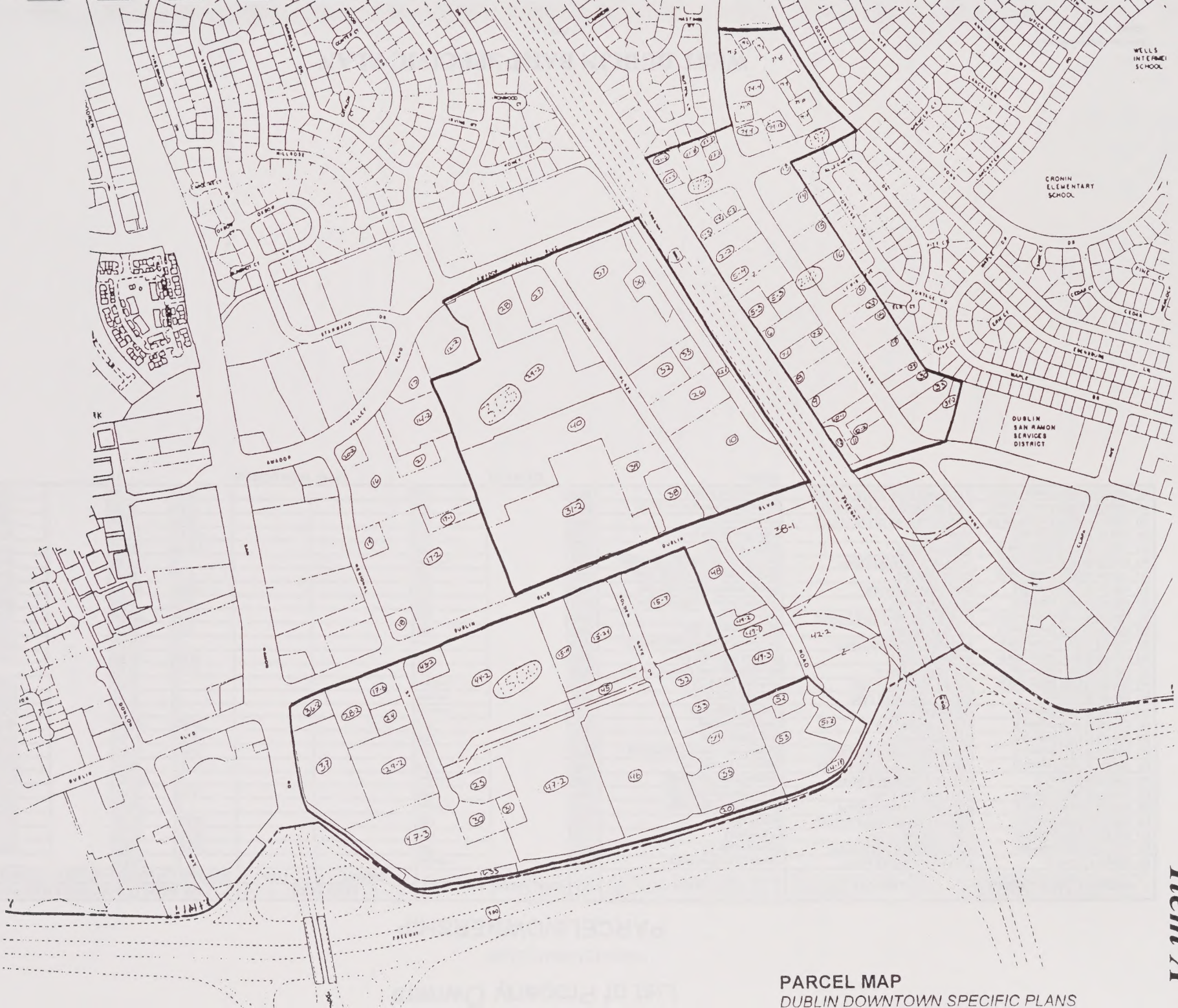
The City of Dublin Community Development Director may make determinations that minor technical changes or variations to the text or standards of the West Dublin BART Specific Plan are consistent with the intent of the Specific Plan. These typically include administrative approval of minor changes in the location of infrastructure facilities and modifications of up to 10% for any dimensional standard set forth in the Specific Plan. Approval of minor changes in substantial compliance may be appealed to the Dublin Planning Commission in accordance with Chapter 8.136 of the Dublin Zoning Ordinance.

Appendix

Item A: Parcel Maps for Properties in Specific Plan Area

Item B: List of Property Owners

Item C: Negative Declaration and Initial Study



PARCEL MAP

DUBLIN DOWNTOWN SPECIFIC PLANS

Item A

Item B

List of Property Owners

DUBLIN FEASIBILITY STUDY

PARCELS/OWNERSHIP

PARCEL	SITE ADDRESS	LAND USE	OWNER	TRA	TOTAL VALUE	YEAR BUILT	EXEMPTIONS		AREA (SQ. FT.)		SALES	
							AMOUNT	TYPE	BUILDING	LOT	PRICE	DATE
941 1500 014 17	Dublin Bl	PUB,PUBLIC AGENCIES,EXEMPT	Alameda County Flood Control	26000		unknown			0	74,274		
941 1500 015 07	7544 Dublin Blvd	COM,AUTOMOBILE DEALERSHIPS	Woolverton Betty J Tr	26000		1968			39,495	213,651		12/03/1987
941 1500 015 19	7704 Dublin Blvd	COM,STORE,ONE-STORY	K B Enterprises	26000		1987			28,908	86,247		12/22/1977
941 1500 015 24	7600 Dublin Blvd	COM,OFFICES,ONE TO FIVE STORIES	Great Western Bank	26000		1986			66,695	135,152		07/18/1989
941 1500 016 33	6680 Regional St	PUB,PUBLIC AGENCIES,EXEMPT	Alameda County Flood Control	26000		unknown			0	35,021		02/26/1973
941 1500 017 06	7900 Dublin Blvd	COM,STORE,ONE-STORY	Sebanc Allan A;Beverly M Etal	26000		1985			13,560	37,257		04/01/1998
941 1500 020 00	Regional St	PUB,PUBLIC AGENCIES,EXEMPT	Alameda County Flood Control	26000		unknown			0	146,001		02/26/1973
941 1500 024 00	6850 Regional St	COM,OFFICES,ONE TO FIVE STORIES	Herbstman Clifford N Trust	26000		1976			21,744	30,000		07/10/1996
941 1500 025 00	6543 Regional St	COM,MISCELLANEOUS,IMPROVED	Stralaco Frank J;Linda L Trustees;Strala	26000		1982			15,030	57,947		07/16/1999
941 1500 028 02	7922 Dublin Blvd	COM,RESTAURANT	Gilroy Theater Co Inc	26000		1980			19,200	63,540		06/02/1980
941 1500 029 02	6750 Regional St	REC,BOWLING ALLEYS	Dublin Land Company	26000		1977			35,602	154,400		10/29/1969
941 1500 030 00	6513 Regional St	COM,RESTAURANT	Chin Phillip L;Marina Trs	26000		unknown			0	51,031		05/16/1990
941 1500 031 00	Regional St	VACANT,COMMERCIAL LAND	Chin Phillip L;Marina Trs	26000		unknown			0	21,347		05/16/1990
941 1500 032 00	6707 Golden Gate Dr	VACANT,COMMERCIAL LAND	Woolverton Betty J Tr;S R	26000		unknown			0	86,295		12/03/1987
941 1500 033 00	6511 Golden Gate Dr	COM,MEDICAL-DENTAL	Biomedical Resources Corp Northern Calif	26000		1982			33,438	82,367		
941 1500 034 00	6401 Golden Gate Dr	IND,WAREHOUSE	St Michael Investments Etal	26000		1980			32,880	82,364		11/06/1997
941 1500 035 00	6501 Golden Gate Dr	PUB,PUBLIC AGENCIES,EXEMPT	San Francisco Bay Area Rapid Transit Dis	26000		unknown			0	107,329		03/29/1991
941 1500 036 02	7007 San Ramon Rd	COM,RESTAURANT	Gemma Joseph F Tr Etal	26000		1980			5,065	34,712		10/30/1998
941 1500 037 00	7950 Dublin Blvd #111	COM,OFFICES,ONE TO FIVE STORIES	Corrie Sidney Jr	26000		1980			78,516	162,176		12/18/1990
941 1500 043 02	6921 Dublin Blvd	COM,RESTAURANT	Western Investment Real Estate Trust	26000		1994			2,937	29,918		09/08/1998
941 1500 044 02	7884 Dublin Blvd	COM,SHOPPING CENTER	Western Investment Real Estate Trust	26000		1971			143,889	457,782		09/08/1998
941 1500 045 00	6600 Golden Gate Dr	IND,WAREHOUSE	Western Investment Real Estate Trust	26000		1981			6,120	44,463		09/08/1998
941 1500 046 00	6600 Golden Gate Dr	PUB,PUBLIC AGENCIES,EXEMPT	San Francisco Bay Area Rapid Transit Dis	26000		unknown			0	317,388		04/10/1987
941 1500 047 02	6700 Golden Gate Dr	IND,WAREHOUSE	Dublin Properties Inc	26000		1975			210,744	395,079		07/12/1995
941 1500 047 03	6680 Regional St	COM,HOTELS	Dublin Hotel Venture Ltd	26000		1974			103,231	242,642		05/05/1999
941 1500 051 02	6665 Amador Plaza Rd	COM,OFFICES,ONE TO FIVE STORIES	Hhh Investment Co	26000		1983			20,604	50,037		08/03/1999
941 1500 052 00	6690 Amador Plaza Rd	COM,OFFICES,ONE TO FIVE STORIES	Guidotti Aldo P;Bernadine Trs;Joanna	26000		1982			20,604	43,285		01/21/1997
941 1500 053 00	6670 Amador Plaza Rd	COM,OFFICES,ONE TO FIVE STORIES	Hhh Investment;Supply Co	26000		1983			20,604	105,179		12/17/1996
			TOTAL:		$74,141,151				TOTAL AREA (ACRES):		77	

CITY OF DUBLIN

100 Civic Plaza, Dublin, California 94568 Website: http://www.ci.dublin.ca.us

DRAFT NEGATIVE DECLARATION
September 2, 2000
Revised December 14, 2000

Project Title: **Downtown Specific Plans – Downtown Core Specific Plan (PA-99-055), West Dublin BART Specific Plan (PA-99-056), and Village Parkway Specific Plan (PA-99-054)**

Description of Project: The proposed Project consists of three specific plans developed for the downtown area of Dublin, the Downtown Core Specific Plan, the West Dublin BART Specific Plan, and the Village Parkway Specific Plan to be considered for adoption by the Dublin City Council. The Specific Plans are intended to direct the use of land, the design of public improvements, and the design and appearance of private and public development, including buildings, parking areas, signs and landscaping. The adoptions of the Plans will require General Plan Amendments for the Downtown Core and West Dublin BART Specific Plan areas related to land use changes and land use intensification. Additionally, the portions of the previously adopted (1987) Downtown Specific Plan will require repeal with adoption of the plans, to modify sections of the document relative to Zones 1, 2, 3, 4, 7, 8, 10 and 11. Following Plan adoption, amendment of the City's Zoning Ordinance will be necessary.

Project Location: Central downtown area of Dublin, generally west of Maple Drive and Portage Road, south of Amador Valley Boulevard, north of Interstate 580, and east of Regional Street.

Name of Proponent: City of Dublin, Community Development Department, 100 Civic Plaza, Dublin, CA 94568, (925) 833-6610

Public Hearings: A Planning Commission Public Hearing on the Draft Negative Declaration and the associated Project is tentatively scheduled for September 26, 2000 to consider a recommendation of approval to the City Council. A City Council Public Hearing for approval is tentatively scheduled for October 17, 2000, November 21, 2000 and December 19, 2000. All hearings will be held in the City Council Chambers, City of Dublin offices, 100 Civic Plaza, Dublin, CA.

Determination: I hereby find that the proposed project **could not** have a significant effect on the environment and a Negative Declaration will be adopted. This document and the accompanying Environmental Initial Study have been revised to incorporate and evaluate modifications in the Specific Plans that occurred during the project review process. All impacts of these changes have been assessed and determined to be insignificant based on the policies and programs incorporated in the Specific Plans. Because the modifications are minor in nature and result in no new significant impacts, recirculation of the Negative Declaration is not required.

Review Period: The review and comment period for this document was originally 20 days from the date of publication on September 2, 2000. That period was extended to September 26, 2000.

Janet Harbin, Senior Planner — 12/14/00 Date

Copies of the Initial Study documenting the reasons to support the above finding are available at: City of Dublin, Community Development Department, 100 Civic Plaza, Dublin, CA 94568, or by calling (925) 833-6610.

Attachments

Date Published: September 2, 2000, Revised December 14, 2000
Date Posted: September 1, 2000
Date Notice Mailed: September 1, 2000
Considered by: City Council
On: 12/19/00 Council Resolution No. 226-00 N.O.D. filed: 12/27/00

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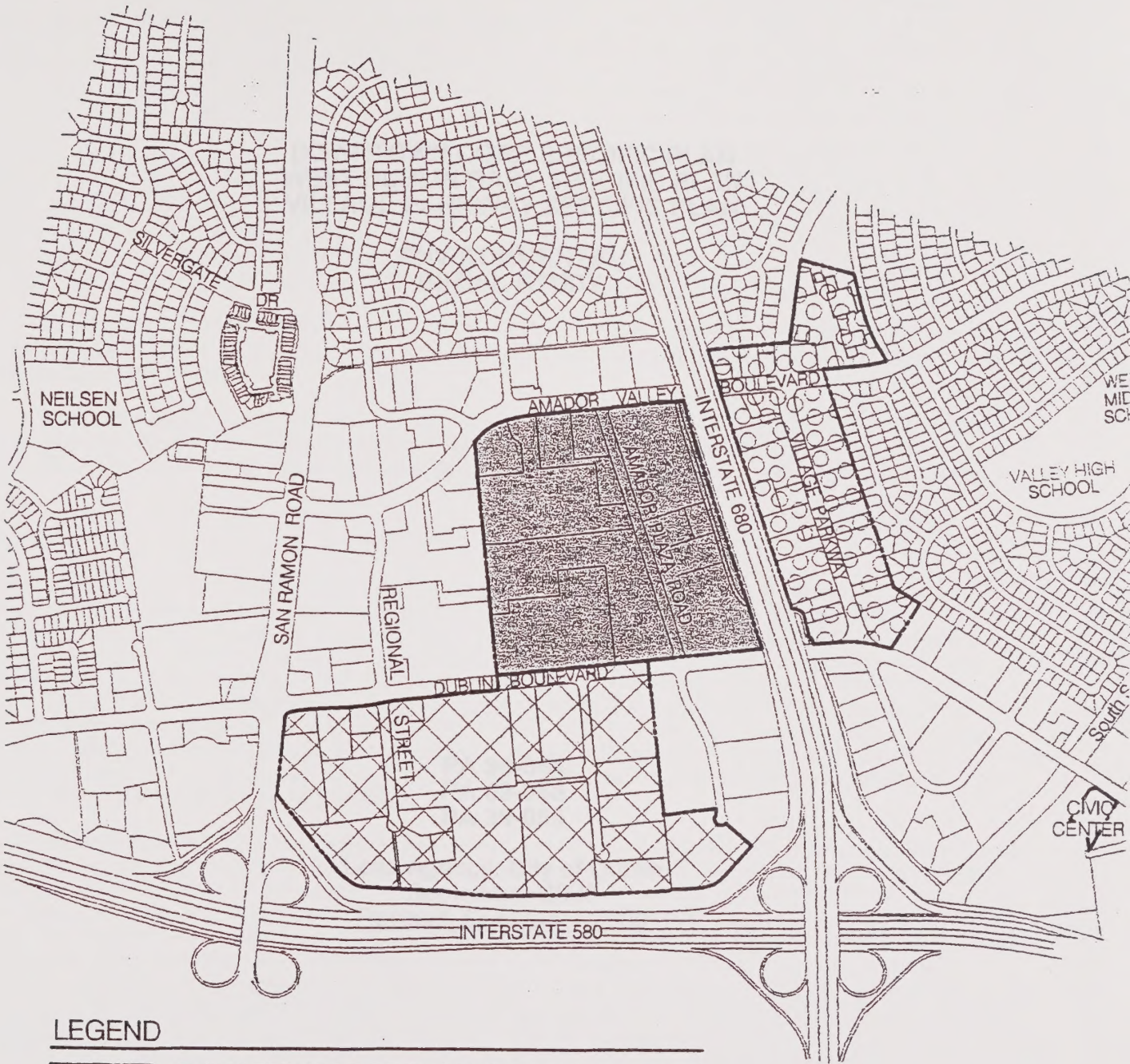

LEGEND

- DOWNTOWN CORE SPECIFIC PLAN AREA
- WEST DUBLIN BART SPECIFIC PLAN AREA
- VILLAGE PARKWAY SPECIFIC PLAN AREA

N.T.S.
SEPTEMBER 2000

CITY OF DUBLIN CALIFORNIA

LOCAL CONTEXT

DOWNTOWN SPECIFIC PLAN

CITY OF DUBLIN

DOWNTOWN CORE SPECIFIC PLAN
WEST DUBLIN BART SPECIFIC PLAN
VILLAGE PARKWAY SPECIFIC PLAN

ENVIRONMENTAL
INITIAL STUDY

PA 99-054
PA 99-055
PA 99-056

Lead Agency: City of Dublin
September 2000
Revised: December 2000

INTRODUCTION

This initial study has been prepared by the City of Dublin to assess the potential environmental effects of the proposed Specific Plans and General Plan Amendments for the Downtown Core Specific Plan, the West Dublin BART Specific Plan, and the Village Parkway Specific Plan areas. The analysis is intended to satisfy the requirements of the California Environmental Quality Act (CEQA), and provide the City with adequate information for project review. This initial study includes a project description, environmental checklist and discussion focused upon issues identified in the checklist. Modifications in the Specific Plans have been made since the original draft Negative Declaration and Initial Study were circulated in September 2000. The revisions to the Plans are described in this revised document, and have been evaluated on the basis of their related environmental impacts in this revised document. Because the modifications are minor in nature and result in no significant impacts, recirculation of the Negative Declaration and Initial Study is not required under CEQA Guidelines section 15073.5. Additions to the original document are shown with an underline, and deletions from the document are shown with a ~~strike-through~~.

In summary, this Initial Study concludes that the project will not pose any significant adverse environmental impacts. With the policies and programs are included in the Specific Plans, no significant impacts will result.

The Initial Study was prepared based upon the location of the project, planning staff review, field review, comments from City, County and local agencies, studies prepared by consultants, use of City Planning Documents, the CEQA Law and Guidelines, and City of Dublin CEQA Guidelines.

PROJECT DESCRIPTION

The proposed project consists of three specific plans developed for the downtown area of Dublin, the Downtown Core Specific Plan, the West Dublin BART Specific Plan, and the Village Parkway Specific Plan to be considered for adoption by the Dublin City Council. The Specific Plans are intended to direct the use of land, the design of public improvements, and the design and appearance of private and public development, including buildings, parking areas, signs and landscaping. The adoptions of the Plans will require General Plan Amendments for the Downtown Core and West Dublin BART Specific Plan areas related to land use changes and land use intensification. Additionally, the portions of the previously adopted (1987) Downtown Specific Plan will require repeal with adoption of the plans, to modify sections of the document relative to Zones 1,2,3,4,7,8,10 and 11. Following Plan adoption, amendment of the City's Zoning Ordinance will be necessary.

The Downtown Core Specific Plan area is generally located between I-680 to the east and San Ramon Road to the west, and Amador Valley Boulevard to the north and Dublin Boulevard to the south, and consists of approximately 51 acres of commercial land uses. The westerly boundary of the Plan area is the westerly property line of the parcels containing the existing Montgomery Wards and Target retail stores. The Specific Plan calls for a maximum development potential of 1,206,848 ~~1,100,110~~ square feet commercial, office and mixed-use development and approximately 148 dwellings. The original environmental initial study evaluated a maximum development potential of 1,100,110 square feet for the area. However, since that time, the City Council has discussed an alternative plan to remove the High Density Residential land use for senior housing from the Plan, and maintain the retail commercial use on the Dublin Place shopping center site with an increase in FAR to .40. This change, if approved, would increase the square footage of Commercial A retail use in the area by approximately 40,000 square feet. Additionally, an increased FAR of .79 was recommended to the City Council by the Planning Commission for the property owned by Dublin Honda on Amador Plaza Road, which could increase the potential buildout square footage of the 2.55acres of Retail/Auto use in the Plan area by 65,330 square feet to 87,750 square feet.

The West Dublin BART Specific Plan area is generally located between I-580 to the south and Dublin Boulevard to the north. San Ramon Road lies to the west of the area, and properties on the west side of Golden Gate Avenue are included in the plan area. The area consists of approximately 70 acres of commercial, office and light industrial land uses. The Village Parkway Specific Plan area is generally located between the north and south sides of Amador Valley Road to the north and Dublin Boulevard to

the south. The I-680 freeway forms the southwestern boundary of the area and lies adjacent to the rear property line of commercial uses. The area consists of approximately 31 acres of restaurants, offices, retail commercial, service commercial and other non-residential uses fronting on this portion of Village Parkway. A maximum development potential of 1,900,743 ~~1,750,055~~ square feet of non-residential and 491 residential dwellings are anticipated at full Specific Plan buildout. The original environmental initial study evaluated a maximum development potential of 1,750,055 square feet. However, since that time, the FAR for office uses shown on the Land Use Plan (Exhibit 9) of the Specific Plan has been increased from .87 to 1.00, to add approximately 40,000 square feet to the total amount of square footage in the area. The hotel proposed on the BART-owned property has also increased in square footage by 109,864 square feet from the original proposal evaluated in the document, increasing the FAR to 1.12 for that portion of the Plan. The impacts of these increases in square footage and FAR's are assessed In this revised study.

The Village Parkway Specific Plan is generally sited along the east and west sides of Village Parkway between Dublin Boulevard to the south and Amador Valley Boulevard to the north. The Specific Plan area encompasses approximately 31 acres of land and has been developed with a mix of retail commercial, restaurant, office, automotive and similar uses, including the main Dublin Post Office. Existing types of land uses are anticipated to remain, however, a higher Floor Area Ratio included as part of the Specific Plan is intended to encourage intensification of uses with a more pedestrian-oriented design. Exhibit 3 shows the proposed land use concept for the Downtown Core Specific Plan; Exhibit 4 shows the land use concept for the West BART Specific Plan; and Exhibit 5 shows the land use concept for the Village Parkway Specific Plan. Two potential alternatives to the roadway design for Village Parkway are considered in this initial study. The Task Force for the Specific Plan reviewed several possible alignments, and recommended implementation of a roadway design that would decrease the number of traffic lanes and add diagonal parking within the existing right-of-way. Staff recommends maintaining the roadway with four lanes of traffic and parallel parking as it currently exists, with streetscape design modifications. All alternatives considered are discussed in this document, as are the Task Force recommended alternative and the Staff recommended design.

CITY OF DUBLIN

Environmental Checklist
Initial Study

1. **Project title**: Downtown Specific Plans – Downtown Core Specific Plan (PA-99-055), West Dublin BART Specific Plan (PA-99-056), and Village Parkway Specific Plan (PA-99-054)

2. **Lead agency name and address**: City of Dublin, Community Development Department, 100 Civic Plaza, Dublin, CA, 94568

3. **Contact person and phone number**: Janet Harbin, Senior Planner (925) 833-6610

4. **Project location**: Central downtown area of Dublin, generally west of Maple Drive and Portage Road, south of Amador Valley Boulevard, north of Interstate 580, and east of Regional Street. See Exhibit 1 for a regional location map and Exhibit 2 for the location of the three proposed Specific Plans.

5. **Assessors Parcel Number(s)**: Various

6. **Project sponsor's name and address**: City of Dublin, Community Development Department, 100 Civic Plaza, Dublin, CA 94568

7. **General Plan designations**:
   Downtown Core Specific Plan Area – Retail/Office
   West Dublin BART Specific Plan Area – Retail/Office and Public/Semi-Public Facility
   Village Parkway Specific Plan Area – Retail/Office and Retail/Office and Automotive

8. **Zoning**:
   Downtown Core Specific Plan Area – C-1 (Retail Commercial), C-2 (General Commercial), and PD (Planned District)
   West Dublin BART Specific Plan Area – C-1 (Retail Commercial), C-2 (General Commercial), and M-1 (Light Industrial District)
   Village Parkway Specific Plan Area – C-1 (Retail Commercial), C-2 (General Commercial), C-N (Neighborhood Commercial), and PD (Planned District)

9. **Specific Plan designation**: Previously adopted (1987) Downtown Specific Plan, Zones 1,2,3,4,7, 8,10 and 11

10. **Description of project:** See previous page.

11. **Surrounding land uses and setting**: The project area is located in the commercial core of the City of Dublin and generally consists of retail, commercial service, office and some light industrial type uses. Easterly of the project area is Portage Road and Maple Drive, and the residential

development adjacent to the Village Parkway Specific Plan area. Westerly of the project area is San Ramon Road and a portion of the Dublin Place Shopping Center containing retail and commercial service type uses. Northerly of the project area is Amador Valley Boulevard, retail, commercial service and office type uses, and medium density residential development. Southerly of the project area is I-580, which also lies adjacent to the alignment of the proposed Bay Area Rapid Transit District (BART) right-of-way spanning the freeway and connecting with the proposed BART station in Pleasanton. Adjacent to the freeway on the Dublin side is the proposed West Dublin BART station area.

12. **Other Public Agency Approvals Required**: None

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "potentially significant impact" as indicated by the checklist on the following pages.

-	Land Use/Planning	-	Transportation/ Circulation	-	Public Services
-	Population/Housing	-	Biological Resources	-	Utilities/Service Systems
-	Geotechnical	-	Energy/Mineral Resources	-	Aesthetics
-	Water	-	Hazards	-	Cultural Resources
-	Air Quality	-	Noise	-	Recreation
		-	Mandatory Findings of Significance		

Determination (to be completed by Lead Agency): On the basis of this initial evaluation:

_X_ I find that the proposed project **could not** have a significant effect on the environment and a **Negative Declaration** will be prepared.

___ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attachment have been added to the project. A **Negative Declaration** will be prepared.

____ I find that although the proposed project **may** have a significant effect on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on the attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **Environmental Impact Report** is required, but must only analyze the effects that remain to be addressed.

___ I find that although the proposed project could have a significant effect on the environment, there **will not** be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed on the proposed project.

Signature: _____ Date: August 30, 2000; *revised December 14, 2000*

Printed Name: Janet Harbin, Senior Planner

For: PA 99-054, -055 & -056
Downtown Core, West Dublin BART & Village Parkway Specific Plans, GPA

Evaluation of Environmental Impacts

1) A brief explanation is required for all answers except "no impact" answers that are adequately supported by the information sources a lead agency cites in the parenthesis following each question. A "no impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "no impact" answer should be explained where it is based on project-specific factors as well as general factors (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "potentially significant impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" implies elsewhere the incorporation of mitigation measures has reduced an effect from "potentially significant effect" to a "less than significant impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c) (3) (D). Earlier analyses are discussed in Section 17 at the end of the checklist.

6) Lead agencies are encouraged to incorporate the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the document in substantiated. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

7) This is only a suggested form and lead agencies are free to use different forms.

Environmental Impacts: (Note: Source of determination listed in parenthesis. See listing of sources used to determine each potential impact at the end of the checklist)

Note: A full discussion of each item is found in the attachment to the following checklist.

	Potentially Significant	*Potentially Significant Unless Mitigated*	*Less than Significant Impact*	*No Impact*
I. Land Use and Planning. *Will the project*				
a) Conflict with general plan designation or zoning? (Source: 1)			X	
b) Conflict with applicable environmental plans or policies adopted with jurisdiction over the project? (Source: 1)				X
c) Be incompatible with existing land use in the vicinity? (Source: 1,5)				X
d) Affect agricultural resources or operations (soils or farmlands or impacts from incompatible uses)? (Source: 1,5)				X
e) Disrupt the physical arrangement of an established community (including low income or a minority community)? (Source: 2,5)				X
II. Population and Housing. *Would the project:*				
a) Cumulatively exceed official regional or local population projections? (Source: 1)				X
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)? (Source: 1)				X
c) Displace existing housing, especially affordable housing? (Source: 1,2,5)				X
III. Soils and Geology. *Would the proposal result in or expose people to potential impacts involving:*				
a) Fault rupture? (Source: 1,6)				X
b) Seismic ground shaking? (Source: 1,6)			X	
c) Seismic ground failure? (Source: 1,6)				X
d) Seiche, tsunami, including liquefaction? (Source: 1, 6)				X
e) Landslides or mudflows? (Source: 1, 6)				X
f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill? (Source: 1,5,6)			X	
g) Subsidence of land? (Source: 1,6)				X
h) Expansive soils? (Source: 1,6)				X
i) Unique geologic or physical features? (Source: 1,5, 6)				X

IV. Water. *Would the proposal result in:*				
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface run-off? (Source: 1)			X	
b) Exposure of people or property to water related hazards such as flooding? (Source: FEMA map, 1)			X	
c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen or turbidity)? (Source: 1,5,6)			X	
d) Changes in the amount of surface water in any water body? (Source: 1,5,6)				X
e) Changes in currents or the course or direction of water movements? (Source: 1,6)				X
f) Changes in the quantity of ground waters, either through direct additions or withdrawals, or through substantial loss of groundwater recharge capability? (Source: 1,6)				X
g) Altered direction of rate of flow of groundwater? (Source: 1,6)			X	X
h) Impacts to groundwater quality? (Source: 1,6)				X
V. Air Quality. *Would the proposal*:				
a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Source: 3,4)			X	
b) Expose sensitive receptors to pollutants? (Source: 1,3,4)			X	
c) Alter air movement, moisture, temperature, or cause any change in climate? (Source: 1)				X
d) Create objectionable odors? (Source: 1)				X
VI. Transportation/Circulation. *Would the proposal result in?*				
a) Increased vehicle trips or traffic congestion? (Source: 3)			X	
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? (Source: 3)				X
c) Inadequate emergency access or access to nearby uses? (Source: 3,4,5)			X	X
d) Insufficient parking capacity onsite or offsite? (Source: 1, 3)			X	

e) Hazards or barriers for pedestrians or bicyclists? (Source: 1,3)				X
f) Conflicts with adopted policies supporting alternative transportation (e.g. . bus turnouts, bicycle racks)? (Source: 1,3,5)				X
g) Rail, waterborne or air traffic impacts? (Source: 1,3)				X
VII. Biological Resources. *Would the proposal result in impacts to*:				
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals and birds)? (Source: 1,5,6)				X
b) Locally designated species (e.g. heritage trees)? (Source: 1,5,6)				X
c) Locally designated natural communities (e.g. oak forest, coastal habitat)? (Source: 1,5,6)				X
d) Wetland habitat (e.g. marsh, riparian and vernal pool)? (Source: 1,5,6)				X
e) Wildlife dispersal or migration corridors? (Source: 1,5,6)				X
VIII. Energy and Mineral Resources. *Would the proposal:*				
a) Conflict with adopted energy conservation plans? (Source: 1)				X
b) Use nonrenewable resources in a wasteful and inefficient manner? (Source: 1)				X
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and residents of the State? (Source: 1,6)				X
IX. Hazards. *Would the proposal involve*:				
a) A risk of accidental explosion or release of hazardous substances including, but not limited to oil, pesticides, chemicals, or radiation? (Source: 1,4)				X
b) Possible interference with an emergency response plan or emergency evacuation plan? (Source: 4, 5)				X
c) The creation of any health hazard or potential health hazards? (Source: 4,5)				X
d) Exposure of people to existing sources of potential health hazards? (Source: 1,5,6)			X	
e) Increased fire hazard in areas with flammable brush, grass or trees? (Source: 4,5)			X	
X. Noise. *Would the proposal result in:*				

a) Increases in existing noise levels? (Source: 1,5)			X	
b) Exposure of people to severe noise levels? (Source: 1,5)			X	
XI. Public Services. *Would the proposal result in a need for new or altered governmental services in any of the following areas?*				
a) Fire protection? (Source: 1,4)			X	
b) Police protection? (Source: 1,4)			X	
c) Schools? (Source: 1,4)			X	
d) Maintenance of public facilities, including roads? (Source: 1,4,5)			X	
e) Other governmental services? (Source: 1,4,5)			X	
XII. Utilities and Service Systems. *Would the proposal result in a need for new systems or supplies, or substantial alterations in the following utilities?*				
a) Power or natural gas? (Source: 4)				X
b) Communication systems? (Source: 4)				X
c) Local or regional water treatment or distribution systems? (Source: 4)				X
d) Sewer or septic systems? (Source: 4)			X	
e) Storm water drainage? (Source: 1,4,5)			X	
f) Solid waste disposal? (Source: 1,4,5)			X	
g) Local or regional water supplies? (Source: 1,4)				X
XIII. Aesthetics. *Would the proposal*:				
a) Affect a scenic vista or view? (Source: 1, 5)				X
b) Have a demonstrable negative aesthetic effect? (Source: 1, 5)				X
c) Create light or glare? (Source: 5)			X	
XIV. Cultural Resources. *Would the proposal*:				
a) Disturb paleontological resources? (Source: 1,5)			X	
b) Disturb archeological resources? (Source: 1,5)			X	
c) Have the potential to cause a physical change which would affect unique ethnic cultural values? (Source: 1,5)			X	
d) Restrict existing religious or sacred uses within potential impact area? (Source: 1,5,6)			X	
XV. Recreation. *Would the proposal:*				

a) Increase the demand for neighborhood or regional parks or other recreational facilities? (Source: 1,4,5)		X	
b) Affect existing recreational opportunities? Source: 1,4,5)			X

	Potentially Significant	*Potentially Significant Unless Mitigated*	*Less than Significant Impact*	*No Impact*
XVI. Mandatory Findings of Significance.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?				X
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects).			X	
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

Sources used to determine potential environmental impacts

1. Dublin General Plan and/or Zoning Ordinance
2. Evaluation of Development Scenarios, Downtown Dublin, prepared by Economic and Planning Systems (EPS) (July 25, 2000)
3. Traffic analysis prepared by Omni-Means (August 4, 2000); secondary revisions to the Omni-Means traffic analysis (September 22, 2000; memo from George Nickelson of Omni-Means dated November 13, 2000; and, letters from Peter Galloway of Omni-Means dated December 8, 2000.
4. Communication with appropriate City of Dublin Department(s) and service providers
5. Site visit
6. Other source (geotechnical reports, biological surveys and other studies)

Attachment to Downtown Specific Plans Initial Study
Negative Declaration
PA 99-054
PA 99-055
PA 99-056

Discussion of Checklist

Legend

PS: Potentially Significant
PS/M: Potentially Significant Unless Mitigated
LS: Less Than Significant Impact
NI: No Impact

I. Land Use and Planning

Environmental Setting

The project site area is the existing downtown commercial area of Dublin. The project site is the location of approximately 150 acres of retail shops, restaurants, commercial businesses, offices and light industrial uses with associated roadways and parking areas. Various small parcels remain undeveloped. No residential development has occurred within the project area.

The City's existing General Plan and Zoning Ordinance envision a mix of retail, lodging, auto service, restaurant, office and similar uses within the project area.

Project Impacts

a) *Conflict with general plan designation and zoning?* LS. The Dublin General Plan designates the downtown specific plan areas as Retail/Office, Retail/Office and Automotive, and Public/Semi-Public Facility, which allow retail uses, commercial service uses, and civic type uses. The City's Zoning Ordinance establishes C-1, Retail Commercial; C-2, General Commercial; C-N, Neighborhood Commercial; M-1, Light Industrial; and PD, Planned District zoning districts in the project area. Some land use designations in the Downtown Core and the West Dublin BART Specific Plan areas would be modified through the general plan amendment process in conjunction with adoption of the land use plans for these areas; however, the modifications would generally be minor and establish another commercial type land use compatible with the existing and surrounding land uses. In the West Dublin BART area, some high density residential use designations are proposed to replace Public/Semi-Public Facility and Retail/Office designations in close proximity to the BART station location. This change would be consistent with the intent of the existing General Plan to create a more transit-oriented area near the proposed BART station. The residential use would support the surrounding commercial development proposed, and also provide riders for the transit facility. The designation of Public/Semi-Public Facility was placed on a portion of the property in the area with the anticipation that the BART station would be developed in the general area.

In the Downtown Core Specific Plan area, the intent of the Specific Plan is to retain existing major retailers (Target, Montgomery Ward and similar users), and, at the same time, add complementary smaller scale retail uses, restaurants, entertainment uses and offices to attract a more pedestrian-oriented clientele. The Specific Plan also calls for the eventual development of a number of plazas and civic uses as additional attractors of people to the area. Senior residential housing is proposed adjacent to the new senior center in the northwest portion of Specific Plan area. This would also be a complimentary land use which should support the senior center and the surrounding retail

commercial establishments. The mixed-use area (high density residential and commercial combination) shown at the southeast corner of Amador Valley Boulevard/Amador Plaza Road would be compatible with the residential development across Amador Valley Boulevard and the existing retail commercial uses on Amador Plaza Road.

In both the Downtown Core and the West Dublin BART Specific Plan areas, intensification of development through increased floor area ratios (FAR) is anticipated. The City's General Plan presently allows a up to a maximum FAR of .50 in each area for retail and office type uses. The Downtown Core Specific Plan suggests a maximum FAR of .79 for retail and office uses, and the West Dublin BART Specific Plan suggests a maximum FAR of .83 for retail and office uses, ~~.87~~ 1.00 for strictly office use, and 1.00 for mixed-use development. An increased FAR of 1.00 for office use, as considered for approval by the City Council, on 6.98 acres within this Plan area has been evaluated in this assessment. Additionally, an increased FAR of 1.12 for the property adjacent to the West Dublin BART Station is being considered in conjunction with the development of a 240 room hotel. Although these proposed FAR's under the specific plans are greater than those presently provided for in the existing General Plan, they are consistent with FAR's in traditional, thriving downtown areas, and in transit villages as proposed with the West Dublin BART Station development. This is not considered a significant increase nor would it create a significant impact. General plan amendments will be necessary to amend the allowed FAR for the downtown plan areas and modify the land uses. The proposed FAR's for the plan areas have been analyzed in regard to traffic generation rates, and only minor traffic improvements are necessary to support the intensification of the proposed development under the plans (refer to Section VI, Transportation). Possible changes in trip generation rates and levels of service related to the land use changes from the original Plans are addressed in the Transportation/Circulation section of this document. These improvements have been programmed into the Specific Plans. Should FAR's exceeding these amounts be proposed with future land use applications, a specific traffic analysis and land use analysis would be required prior to approval to determine the impacts of the related intensified land use on the roadway system.

Additionally, adoption of the Downtown Core and West Dublin BART Specific Plans will require that portions of the previously adopted (1987) Downtown Specific Plan be repealed to modify sections of the document relative to Development Zones 1,2,3,4,7,8,10 and 11, which are within these specific areas. Following Plan adoption, amendment of the City's Zoning Ordinance will be necessary.

There are no proposed land use changes or modifications for the Village Parkway Specific Plan area. The present General Plan allows up to a maximum FAR of .50 for the Village Parkway area, and the average FAR in that area is currently .26. Therefore, further intensification in this plan area up to a FAR of .50 would be within the range permitted under the present General Plan. No general plan amendment will be necessary in conjunction with adoption of this Specific Plan.

b) *Conflict with applicable environmental plans or policies*? NI. The City of Dublin has adopted no other city-wide or specific environmental plans or policies which would affect this project. No impacts would therefore result

c) *Incompatibilities with existing land use in the vicinity?* NI. The proposed land uses to be established with the Specific Plans would be compatible with and support the surrounding retail commercial uses in the three areas (refer to Comment a, above). Non-conforming uses in the Specific Plan area would be reviewed in accordance with the City's established zoning regulations. There will, therefore, be no impacts related to land use compatibility.

d) *Effect on agricultural operations or soils*? NI. The site has been used for commercial uses since the early 1960's. No agricultural operations exist in the subject areas or the surrounding areas of the City. No impacts would therefore result.

e) *Disruption of physical arrangement of an established community*? NI. The project consists of three plans intended to direct the land use and future development in the City's central downtown area. The plan is proposed to be implemented over a five to ~~ten~~ seven year period, and will occur as a gradual replacement of uses with new uses. This method of adaptive reuse of the areas will serve to integrate land uses, transportation and public improvements within the three Specific Plan areas not significantly disrupt the physical arrangement of the downtown. There will therefore be no impacts regarding disruption of established communities

II. Population and Housing

Environmental Setting

The city population as of January 1, 1999 was estimated by the State Department of Finance to be 28,707. Significant population growth is anticipated for the community based on planned residential growth in east Dublin, where the City has approved a specific plan calling for residential growth. According to the Association of Bay Area Governments (ABAG), the total population of Dublin is expected to increase to 35,200 by the year 2000, to 49,400 by the year 2005 and 58,900 in the year 2010. Under the proposed Specific Plans, a maximum of approximately 491 residential dwelling units would be introduced in the West Dublin BART area, and a maximum of approximately 150 residential dwelling units would be introduced in the Downtown Core area. This is not considered a significant increase for the region, and would actually establish housing closer to existing services and transportation than much of the residential development in the City.

Project Impacts

a) *Cumulatively exceed official regional or local population projections?* NI. The project involves primarily retail, office, lodging and similar uses. Although future residential and mixed uses are envisioned in the West Dublin BART Specific Plan and Downtown Core Specific Plan areas, such residential uses are intended to support transit-oriented development programs. Although the overall amount of residential development for the community is anticipated to increase, such increases would be less-than-significant.

b) *Induce substantial growth in an area, either directly or indirectly*? NI. The majority of the development that would occur under the Specific Plans would be commercial, office and other non-residential type land uses. Some new residential housing is proposed in the Downtown Core and West Dublin BART Specific Plan areas, but it would not result in a substantial amount of new dwellings, nor would it induce substantial growth in the area as land available for development is limited in this part of the City. Under the proposed Specific Plans, approximately 490 residential dwelling units would be introduced in the West Dublin BART area, and approximately 150 residential dwelling units would be introduced in the Downtown Core area. This is not considered a significant increase for the region, and would establish housing closer to existing services and transportation than much of the residential development in the City, thereby reducing some impacts associated with growth such as increased traffic generation.

According to the City's General Plan, the Downtown Core and West Dublin BART Specific Plan areas are considered a Downtown Intensification Area which would allow up to 200 dwelling units. It is also stated that the number may be increased if mid-rise, mixed-use buildings, such as that proposed in portions of the specific plan areas, achieve market acceptance. Additionally, the plan areas are currently serviced with water, sewer, and roads, and therefore, the specific plans are not considered growth inducing projects.

c) *Displacement of existing housing, especially affordable housing*? NI. The project site has been developed as a retail commercial and office downtown area. It presently contains no housing. Therefore, there would be no displacement of housing units on the site.

III. Soils and Geology

Environmental Setting

The site lies within the Tri-Valley area, in the commercial core of Dublin. According to historic geologic studies in the area, the site is underlain by poorly consolidated, non-marine deposit sedimentary rocks of the Tassajara Formation. The geotechnical investigation report prepared for the project indicates that the site is not within an Alquist-Priolo Fault Zone (1982). There are no mapped faults which are known to traverse the site, the closest Alquist-Priolo Fault Zone is the Calaveras Fault located along San Ramon Road approximately one-quarter mile to the west. The next nearest active seismic faults include the Hayward and the San Andreas Faults which are located approximately 9 miles southwest, and 27 miles west-southwest, respectively. The closest potentially active faults include the (1) Verona, which is located approximately 3 miles to the south, and (2) the Las Positas, which is located approximately 9 miles to the southeast.

The soil conditions in the downtown area are summarized from previously prepared geotechnical studies as follows: Medium stiff to stiff lean clays to the maximum depth of about 41.5 feet below site grade (BSG). The upper 2 to 5 feet BSG consist of dark brown lean clays with varied gravel and sand content. The upper 6 to 12 inches of the clays were intermixed with wood debris suggesting that the upper 6 inches was engineered fill. The near surface clays exhibit low to moderate plasticity, a low to moderate expansion potential, and moderate shear strength. The consolidation tests indicate that the clays are over-consolidated and exhibit low compressibility under the anticipated foundation loads. Groundwater was encountered in most of the test borings drilled below 10 feet BSG at depths ranging from 12 to 13 feet BSG. From a geotechnical standpoint, the area is suitable for proposed retail commercial and residential development with regard to support of shallow spread foundations and concrete slabs-on-grade. As this is a currently built and urbanized area, when excavation activities are proposed with individual projects on specific sites, geotechnical studies specific to that property may be required at that time.

Project Impacts

a) *Is the site subject to fault rupture?* NI. The risk of fault rupture on the site is anticipated to be low, since the nearest known active or potentially active faults lie a minimum of one quarter mile away. No impacts would therefore result.

b) *Is the site subject to ground shaking*? LS. The site as well as the encompassing region is anticipated to be subject to moderate to severe ground shaking from a number of active and potentially active faults in the greater Bay Area, including the Hayward fault, San Andreas fault and Calaveras fault. The ground shaking issue is less than significant for properties in the Specific Plan areas because new development constructed will be required to adhere to the requirements of the Uniform Building Code and other seismic safety standards as they are developed over the life of the Specific Plans.

c) *Is the site subject to seismic ground failure*? NI. Based on previous geotechnical reports and information for this area of the City, the risk of ground failure would be low. Routine enforcement of provisions of the 1997 Uniform Building Code and recommendations contained in geotechnical reports prepared for specific development projects will serve to reduce potential impacts of seismic ground failure to a less than significant level.

d) *Is the site subject to seiche, tsunami hazards, including liquefaction*? NI. Geotechnical investigation reports for past projects in the downtown conclude that the risk of liquefaction in the downtown is low. This is based on the presence of clay soils on the site which are not prone to liquefaction. There are no major bodies of water located nearby which could be a source of seiche hazard.

e) *Is the site subject to landslides or mudflows*? NI. The downtown project area is essentially flat with little change in slope; therefore, no impacts are anticipated with regard to landslides or mudflows.

f) *Is the site subject to erosion, changes in topography or unstable soil conditions*? LS. The area is essentially flat and contains no unstable soil conditions. No significant changes in topography are proposed because the area has been previously graded the past to accommodate existing development. However, future development and construction within the area under the auspices of the three Specific Plans would result in grading and excavation for additional building foundations, underground utilities and similar purposes. There would be a possibility of erosion of graded material and construction debris off of construction sites. The City of Dublin requires preparation and approval of erosion control plans for all new construction where grading plans are requested. For development projects involving five acres of land are greater, preparation of Stormwater Pollution Prevention Plans are also required by the State Water Resources Control Board Adherence to standard erosion control plans and Stormwater Pollution Prevention Plans will ensure that any impacts related to erosion will be reduced to less-than-significant levels.

g) *Subsidence of land?* NI. Minimal subsidence would occur in the area, according to geotechnical reports prepared for past projects in the downtown. No impacts would therefore result.

h) *Expansive soils*? LS. The soils have a low to moderate expansion potential and moderate shear strength. Foundations of future buildings and other structures proposed under the auspices of the Specific Plans will be reviewed by the City of Dublin pursuant to the Uniform Building Code to ensure that adequate foundations are provided. Less-than-significant impacts related to expansive soils are therefore anticipated.

i) *Unique geologic or physical features?* NI. No unique geologic or physical features have been identified on any of the Specific Plan sites, based upon a review of a topographic survey and a field visit. No impacts are anticipated and no mitigation measures are required.

IV. Water

Environmental Setting

Surface water exists on perimeters of the West Dublin BART and Downtown Core Specific Plan areas in the form of open storm drainage channels owned by Alameda County Flood Control and Water Conservation District (ACFCWCD) Zone 7 site. Stormwater runoff within Specific Plan areas is directed to regional storm drain facilities owned and maintained by ACFCWCD, which underlie the Specific Plan areas. There are no creeks, wetlands or other bodies of water near the Specific Plan areas

The entire Tri-Valley area is underlain by an extensive underground aquifer. The aquifer ranges in depth between 15 and 500 feet but is no longer used as the primary source of domestic water in the area. Zone 7 is presently finalizing plans to store treated wastewater within the aquifer during winter months, which will be pumped out and used for landscape irrigation during dry, summer months.

Project Impacts

a) *Changes to absorption rates*? LS. The Specific Plan areas have been largely developed over the past thirty to forty years and covered with impervious surfaces, including buildings, parking areas, walkways and other paved areas. Small portions of the areas are either vacant or landscaped to

allow for drainage and irrigation. Construction of new buildings within the areas, under the auspices of the Specific Plans, would add new impervious surfaces, but would also add additional pervious surfaces in terms of plazas and more landscaping as required by the Specific Plans. Less-than-significant impacts to absorption patterns are therefore anticipated.

b) *Exposure of people or property to flood hazard*? LS. Portions of the Village Parkway and Downtown Core Specific Plan are subject to flooding during 100-year flood events and are generally inundated with water during periods of intense and/or long-term rain fall. Representatives of the City of Dublin Public Works Department have indicated that sub-regional drainage improvements will be undertaken in the future as part of the City's Capital Improvement budget to alleviate flooding hazards. Programs to deal with flood hazards are included in the Village Parkway and Downtown Core Specific Plans. Less-than-significant impacts are therefore anticipated with regard to flood hazards.

c) *Discharge into surface waters or changes to surface water quality*? NI. Existing storm drainage facilities are planned to be used to accommodate stormwater runoff from the Specific Plan areas. Since the amount of stormwater runoff is not anticipated to increase above existing volumes (see comment a, above), no impacts are anticipated with regard to discharge into surface water. Future development projects undertaken under the auspices of the Specific Plans will be required to meet the water quality requirements of the City of Dublin's NPDES permit and the Alameda County Urban Runoff Clean Water Program.

d) *Changes in amount of surface water*? NI. Adoption of the proposed Specific Plan would have no impacts to surface waters as all drainage shall be directed to the existing storm drainage system. No impacts to surface bodies of water are therefore anticipated.

e) *Changes in currents or direction of water movement*? NI. The project would not alter currents or direction of water movement in nearby water bodies since no substantial changes are anticipated to the volume of stormwater runoff.

f) *Changes in quantity of groundwater*? NI. Approval and implementation of the three Specific Plans would not significantly alter existing ground water resources on or near the project site because all drainage is directed to the storm drainage system operated by Zone 7. Similarly, significant amounts of groundwater use are not anticipated, since representatives of the Dublin-San Ramon Services District have indicated that adequate water supplies have been identified to serve the maximum amount of development envisioned in the proposed Specific Plans.

g) *Altered direction of groundwater?* LS ~~NI~~. The project would not affect groundwater direction, since no significant subsurface construction is anticipated. In the event that subsurface excavation is proposed, adopted City standards require that specific development projects, such as those requiring underground parking structures, prepare a site-specific hydrological analysis with geotechnical and soils analysis to determine groundwater levels. No significant impacts are anticipated related to altered direction of groundwater.

h) *Impacts to groundwater quality*? NI. The scope of the project is such that groundwater resources will not be affected, as discussed above.

i) *Substantial reduction of groundwater resources*? LS. The project involves approval of three Specific Plans to upgrade the appearance and land uses in downtown Dublin. Since more intensive land uses are anticipated in the Plans above that allowed in the current General Plan, some increase in the use of water is anticipated. Representatives of the Dublin-San Ramon Services District have indicated that adequate water supplies have been identified and addressed in future District plans to serve the

maximum amount of development envisioned in the proposed Specific Plans. Therefore, the projected level of water use is expected to be less-than-significant.

V. Air Quality

Environmental Setting

The project site is located within the Tri-Valley area, a sheltered, inland area surrounded by hills to the west, south and east. Most of the airflow into the southern portions of the Valley is accomplished through two passages in the surrounding hills: the Hayward and Niles canyons. Local wind data show the frequent occurrence of low wind speed and calm conditions (the latter approximately 23 percent of the time). These local limitations on the capacity for horizontal dispersion of air pollutants combined with the regional characteristic of restricted vertical dispersion give the area a high potential for regional air quality problems.

Project Impacts

a) *Violation of air quality standard*? LS. Potential air quality impacts can be divided into short-term, construction related impacts and long-term operational impacts associated with the project.

In terms of construction-related impacts, it is anticipated that construction of new buildings under the auspices of the Specific Plans would generate temporary increases in dust and particulate matter caused by excavation and grading activities. Construction vehicle equipment on unpaved surfaces also generates dust, as would wind blowing over exposed earth surfaces. Generalized estimates of construction air emissions include approximately 1.2 tons of dust per acre per month of construction activity. About 45 percent of construction-related dust is composed of large particles which settle rapidly on nearby surfaces and are easily filtered by human breathing patterns. The remainder of dust consists of small particles (also known as PM10). The City of Dublin requires the approval and implementation of a Construction Impact Reduction Plan as a standard condition of approval for new construction projects which will reduce short-term air quality impacts to a level of insignificance.

Buildout of the maximum development of the three Specific Plans would add additional vehicular traffic to this portion of Dublin. These additional vehicles would generate quantities of carbon monoxide, reactive organic gasses, nitrous oxide, sulfur dioxide and particulate matter (PM10). However, the location of the Specific Plans near major regional transportation corridors (I-680 and Dublin Boulevard), and the fact that the intent of the West Dublin BART and Downtown Core Specific Plans is to promote transit-friendly development results in conformity with the Bay Area Air Quality Management District's Clean Air Plan. The short-term and long-term impacts to air quality of approving and implementing the three Specific Plans would, therefore, be less-than-significant.

b) *Expose sensitive receptors to pollutants*? LS. As stated in V-a above, the impacts to air quality of the project will be less-than-significant both on the long- and short-term. The project, if approved and constructed, would add some vehicular trips to the project area, but the development of the new West Dublin BART Station would also reduce a portion of the vehicular trips in the area. This increase in vehicular trips is minor considering the fact that many of the trips are multi-purpose trips. It is unlikely that the project would expose additional sensitive receptors, future visitors, and residents to significantly higher concentrations of vehicle related pollutants. Any impacts related to this issue would be less-than-significant.

c) *Alter air movement, moisture, temperature or climate?* NI. The Specific Plans are intended to encourage the same general type of development as currently exists on each of the project sites.

Although building heights may be somewhat higher than currently found on the site, no substantial interference regarding prevailing wind patterns or climatic conditions is anticipated.

d) *Create objectionable odors*? NI. Permitted uses allowed by the Specific Plans include primarily retail, office, entertainment, lodging and residential land uses, none of which are associated with the release of significant amounts of objectionable odors. Therefore, no impacts are anticipated.

VI. Transportation/Circulation

[Note: The following section is based on an analysis of the traffic and transportation performed by Omni-Means, Transportation Consultants in August 2000, with updates in September, November and December 2000.]

Environmental Setting

Major roadways serving the site include:

- *Interstate 580*, a six-lane east-west freeway connecting Dublin with nearby local communities such as Livermore and Pleasanton and regional destinations, such as Tracy and Oakland. In the vicinity of the proposed project, I-580 carries between 160,000 and 187,000 vehicles per day. Nearby interchanges include 580/680; Dougherty Rd./Hopyard Rd. and Hacienda Dr.

- *Interstate 680* is a six-lane north-south freeway connecting Dublin with local communities in the Tri-Valley area and regional destinations north and south of Dublin. This freeway accommodates between 123,000 and 144,000 vehicles per day with interchanges at Alcosta Blvd., Interstate 580 and Stoneridge Drive.

- *Dougherty Road* extends in a north-south direction east of the Specific Plan areas. A major arterial roadway, Dougherty Road has four travel lanes north of Dublin Boulevard. South of Dublin Boulevard, the roadway widens to six travel lanes as it crosses over I-680, a full-access interchange for eastbound/westbound traffic is located at Dougherty/I-580. In the Dublin Boulevard area, Dougherty Road provides access primarily to commercial and retail areas. North of Dublin Boulevard, the road provides access to residential areas as it approaches Amador Valley Boulevard.

- *Amador Plaza Road.* is a north-south street extending from Amador Valley Boulevard south through Dublin Boulevard. Between Amador Valley Boulevard and Dublin Boulevard, Amador Plaza Road has two travel lanes and a two-way left-turn lane. South of Dublin Boulevard, the roadway has two travel lanes and provides access to existing and new retail-commercial land uses . Amador Plaza Road is planed to connect to the new I-680 southbound on/off ramps currently under construction.

- *Dublin Boulevard* is a major east-west roadway through the south part of the Village Parkway planning area. Dublin Boulevard has six travel lanes and raised medians from San Ramon Road to just east of Regional Street. As Dublin Boulevard approaches Golden Gate Drive, the roadway narrows to four travel lanes and maintains this configuration east to Dougherty Road. Dublin Boulevard is designated as a route of regional significant in the Alameda County Congestion Management Agency's Congestion Management Plan.

- *Golden Gate Drive* is a short, two-lane roadway that extends south from Dublin Boulevard. Providing access to commercial areas, Golden Gate Drive is designed with two travel lanes.

- *Regional Street* extends south from Amador Valley Road through Dublin Boulevard. South of Dublin Boulevard, Regional Street is a wide, two-lane road provides access to retail and commercial areas. North of Dublin Boulevard, the road has two travel lanes with a two-way left-turn lane.

- *Amador Valley Boulevard* is located north of the project site and extends in an east-west direction. East of San Ramon Road, Amador Valley Boulevard has four travel lanes with raised landscaped medians and is a major arterial street. West of San Ramon Road, the roadway narrows to two travel lanes.

- *Village Parkway* extends from Dublin Boulevard north to Alcosta Boulevard. A major arterial roadway, Village Parkway has four travel lanes with raised center landscaped and hardscaped medians. Between Dublin Boulevard and Amador Valley Boulevard, Village Parkway provides access to commercial land uses. Continuing northward, this roadway provides primary access to residential areas off of Tamarack Drive, Brighton Drive and Davona Drive. A new northbound on-ramp to I-680 from Village Parkway recently opened.

- *San Ramon Road* is oriented in a north-south direction west of the three Specific Plan areas. A major arterial roadway, San Ramon Road has six travel lanes and raised medians north of I-580. North of Amador Valley Boulevard, San Ramon Road narrows to four travel lanes. In the Specific Plan areas, the roadway provided access to commercial and retail businesses. San Ramon Road is designated on System (MTS) roadway by the Alameda County Congestion Management Agency.

- *Starward Drive* extends from Amador Valley Boulevard north and has two travel lanes. It provides access to residential areas north of the Specific Plan areas.

- *Donohue Drive* is oriented in a north-south direction and provides access to residential areas north of Amador Valley Road. A two-lane residential street, Donohue Drive extends north from Amador Valley Boulevard.

- *Clark Avenue* extends between Village Parkway north across Dublin Boulevard to Maple Drive. A two-lane roadway, Clark Avenue provides access to commercial areas south of Dublin Boulevard and residential areas north of Dublin Boulevard.

- *Civic Plaza/Sierra Court.* Civic Plaza is a wide, two-lane street extending south from Dublin Boulevard providing access to Dublin City Hall and Police Department headquarters. Civic Plaza is not a through street. Sierra Court extends northward from Dublin Boulevard (opposite Civic Plaza) and is a two-lane road, The roadway provides access to light industrial and residential areas.

- *Dublin Court* extends southeast from Dublin Boulevard and is located east of the Specific Plan areas. A wide, two-lane road, Dublin Court provides access to retail and commercial areas.

- *Lewis Avenue* is a short, two-lane street extending east-west between Village Parkway and Portage Road. Lewis Avenue provides access to commercial and office areas off of Village Parkway before accessing residential areas east of Village Parkway.

- *Tamarack Drive* extends in an east-west direction on both sides of Village Parkway. A wide, two-lane road, Tamarack Drive provides access to residential areas north of Amador Valley Road.

- *Brighton Drive* extends in an east-west direction on both sides of Village Parkway. A wide, two-lane road, Brighton Drive provides access to residential areas north of Tamarack Drive.

- *Davona Drive* extends between Village Parkway and Alcosta Boulevard. A two-lane residential street, Davona Drive also provides through vehicle access from Village Parkway areas to I-680 via Alcosta Boulevard.

The Livermore Amador Valley Transit Authority ("WHEELS") provides bus transit service through the Dublin area. Bus routes serving the downtown Dublin area include Routes 3, 4, 10 and 201/202.

Regional transit to and from the Dublin area is provided by the Bay Area Rapid Transit District (BART). BART opened a Dublin/Pleasanton station in the late 1990's, located approximately one mile east of the project site. A recent proposal has been submitted to BART to construct a Downtown Dublin station within the West Dublin BART Specific Plan area at the terminus of Golden Gate Drive, approximately 1/2 mile south of this Specific Plan area.

Bikeways exist or are proposed on Amador Valley Boulevard and Dublin Boulevard . Amador Valley Boulevard is presently designated for a Class II bikeway lane, which is designed with a one-way striped lane for bicycle travel on the roadway. Dublin Boulevard is proposed for a Class II bikeway lane, to be opened with the completion of the roadway improvements. Public sidewalks have been constructed adjacent to many of the streets within and adjacent to the Specific Plan areas.

The City commissioned a traffic consultant (Omni-Means, transportation consultants) to prepare a traffic analysis regarding transportation and circulation impacts of approving and implementing the three Specific Plans.

General Plan Transportation Policy Framework

The General Plan measures and evaluates traffic congestion conditions of the roadway network by using intersection level of service ("LOS") analysis. The LOS analysis describes the operational efficiency of an intersection by comparing the volume of critical traffic movements to intersection capacity and determining average delays. LOS can range from "A," representing free-flowing conditions, to "F," representing very severe congestion and intersection breakdown.

The General Plan adopts LOS D or better as the acceptable LOS for all routes of regional significance (these routes include: Dublin Blvd., Dougherty Rd., Tassajara Rd., and San Ramon Rd.). Development and road improvements should be phased so that the LOS does not deteriorate below LOS D (V/C .91 or greater) (General Plan Guiding Policies 5.1.1 B and C).

Significance Criteria

Based upon General Plan policies, an intersection impact is considered significant if it causes the overall intersection LOS, or a movement LOS in the intersection, to fall below LOS D.

Project Impacts

a) *Increased vehicle trips or traffic congestion*? LS. The proposed project would increase vehicle trips and traffic congestion on the local roadway network, which could deteriorate existing levels of service on some affected roadways. Table 1, summarizes existing traffic conditions in and around the Specific Plan sites, which also includes anticipated traffic from approved but not yet constructed projects. The table also shows anticipated traffic impacts for the same intersections at full build out of maximum Specific Plan densities. For two of the intersections, Golden Gate/Dublin Boulevard and Amador Plaza/Dublin Boulevard, projected traffic would exceed City thresholds of significance. For these two intersections, the Specific Plans require the installation of traffic improvements as part of Specific Plan development to raise the future Level of Service to comply with City standards.

   Additional roadway widening improvements would be needed with the projected traffic volumes. Golden Gate Drive would require widening to four travel lanes with two-way left-turn lanes between

Dublin Boulevard and St. Patrick Way. To accommodate the projected development in the Plan area, the eastbound Dublin Boulevard approach at Amador Plaza Road should be widened and restriped to include a separate right-turn lane. Amador Plaza Road is already planned for widening to four travel lanes in the City's Capital Improvement Program budget. If St. Patrick Way is extended to Regional Street with future development, Regional Street should also be widened to four lanes with a two-way left-turn lane between Dublin Boulevard and St. Patrick Way.

To offset overall development impacts in the downtown area, including the BART related traffic, Dublin Boulevard is currently proposed for widening to six travel lanes between Sierra Court and Doughtery Road. A second eastbound right-turn lane would be installed on Dublin Boulevard at Doughtery Road, and the eastbound Dublin Boulevard approach at Golden Gate Drive would be widened and restriped to include a separate right-turn lane. The eastbound approach to Regional Street would also be widened and re-striped to include a separate right-turn lane. Ultimate eastbound approach geometrics would include one left-turn lane, three through-lanes and one right-turn lane. The traffic analysis also assumes the installation of certain traffic improvements within and near the Specific Plan areas that have already been approved by the City or which are programmed in the City's Capital Improvement Budget.

These improvements would be completed in stages associated with the development of properties in the area. For instance, the extension of St. Patrick Way to Regional Street would be implemented with the development of the hotel and residential project proposed adjacent to the BART station and the redevelopment of adjacent industrial sites, such as the Cor-o-Van's site. Some additional property may be required in order to complete the roadway improvements; however, the extent of that required is unknown at this time.

Since the original environmental analysis was prepared in September 2000, an increase in the FAR and square footage for the development of the site adjacent to the West Dublin BART Station has been proposed. Jones, Lang, LaSalle, the project sponsor, has submitted a development proposal which shows an increase in square footage of 109,864 square feet for the hotel portion of the project from the original conceptual plan reviewed by staff. According to Omni-Means, the traffic consultant for the Specific Plan, even though there will be an increase in square footage, increasing the FAR on the property to 1.12, no increase in traffic or degradation of the LOS in the area is anticipated as traffic generation rates are based on the number of rooms in the hotel. This number (240 rooms) has remained unchanged from the original conceptual plan submitted by the project sponsor.

Under consideration by the City Council, also, is a request from Morrison and Foerster, representing AMB, a potential purchaser of the Cor-o-Van warehouse site, requesting an increase in the FAR from .87 to 1.00 for the portion of that property shown as Office on the West Dublin BART Specific Plan Land Use Plan (Exhibit 9 of the Specific Plan). All areas shown in the Plan as Office total approximately 6.98 acres. It was determined that all of the properties shown in the Office land use category of the Specific Plan should be allowed to benefit from the increased FAR. Therefore, because traffic generation rates are dependent on FAR's, a FAR of 1.00 was applied to 6.98 acres and tested by the traffic consultant. This FAR would create approximately 40,000 square feet more of office space than a FAR of .87. Although this increased square footage would generate more traffic over that originally shown in the table, the traffic consultant has indicated that the increase would not generate a significant amount of additional traffic and the policies and programs related to traffic in the Specific Plan are adequate for this increase (refer to Attachment 15, December 8, 2000 letter from Omni-Means).

In the Downtown Specific Plan area, the City Council is considering removal of the High Density Residential or senior housing element of the Plan in the northwest corner of the Plan area adjacent to Amador Valley Boulevard. If the use of the property remains as Retail/Office (shown as Commercial A on the Land Use Plan, Exhibit 9, of the Specific Plan), an increase in the FAR for the site to .40 would occur under the Plan, reflecting that proposed for the other portion of the shopping center. This would increase the potential square footage for the site by approximately 40,000 square

feet. According to the City's traffic consultant, this would result in more traffic trips per day than the residential use at the same location. Because of this, intersections in the vicinity may operate at LOS "D" rather than LOS "C". LOS "D" is generally considered an acceptable level of service, so although trips would increase, it would not be a significant increase and will be adequately addressed by the policies and programs in the Specific Plans.

At their meeting on October 24, 2000, the Planning Commission suggested revisions to be included in the Downtown Core Specific Plan, and also in the General Plan Amendments for the project. The Commission suggested a change in the FAR for a 2.55 acre Retail/Auto use property to reflect a request by Kenneth and Marc Harvey of Dublin Honda for property on Amador Plaza Road. The change modifies the FAR from 0.20 (or 22,420 square feet with the existing development on the site) to 0.79, resulting in a development potential of 87,750 square feet. This change would provide for consistency between the FAR of the Honda dealership property and that of the adjacent property, former site of Shamrock Ford, at the corner of Dublin Boulevard and Amador Plaza Road. It is not anticipated that traffic in the area would increase with this FAR increase as the existing use would remain the same, and the additional square footage would be utilized for storage and office space associated with that use. The policies and programs in the Specific Plans should be adequate for the proposed land use. Any land use change application for this property in the future would require a land use and traffic analysis to evaluate the impacts on the Specific Plan area.

For the Village Parkway Specific Plan area, the City Council appointed a Task Force which met over a six-month period to discuss and direct the revitalization of the business community along the segment of Village Parkway between Amador Valley Boulevard to the north and Dublin Boulevard to the south. To accomplish this revitalization effort, it was decided by the Task Force that slowing traffic and providing better parking opportunities close to businesses would create a more pedestrian and shopper friendly environment, thereby stimulating the economic growth of businesses and increasing the activity level in the area. Four different options for roadway improvements along Village Parkway were evaluated during the specific plan development process, along with the existing roadway configuration as shown in Exhibit 7A of the Specific Plan. The following is a brief description of each of the Village Parkway roadway alternatives considered. Exhibits illustrating the alignment and cross section of Village Parkway for each alternative are contained in Appendix A5 of the Village Parkway Specific Plan.

Alternative 1: The Village Parkway Specific Plan Task Force reviewed the various options for the roadway, all of which contained diagonal parking to bring people closer to business storefronts and to change the streetscape in the area. Alternative 1, as shown in Exhibit 10A of Appendix A5 of the Specific Plan, would provide four lanes of traffic on Village Parkway (two lanes in each direction) combined with diagonal parking along the street frontage in selected locations. There are approximately 60 existing parallel parking spaces along Village Parkway at this time, and 121 parking spaces could be provided with this alternative.

A four-foot class III bicycle lane would be located between the diagonal parking and the right traffic lane. The sidewalk would be widened from five feet (existing right-of-way is eight feet) to 10 feet to provide enough space for increased pedestrian use. Two new crosswalks for pedestrians would be provided in mid-block locations with caution signals. Each traffic lane would be 12 feet and the center median would be reduced from 16 feet to 14 feet in width.

In the *Consultant's Report of the Transportation Impacts for the Proposed Village Parkway, Downtown Core, and West BART Station Specific Plans* prepared by Omni-Means for the Downtown specific plans, the consultant determined that this alternative would create the least potential roadway impacts of the four alternatives and recommended it for implementation. This determination was based on the following: 1) four travel lanes would be maintained; 2) diagonal parking would provide additional spaces close to business frontages; and, 3) bicycle traffic would be provided on the street (however, this could create some conflicts between motorists backing out of spaces and bicyclists). Some conflicts may occur between through vehicles and those

backing out of spaces, but the bike lane should provide a buffer zone, thereby reducing the potential for conflict.

The total right-of-way (ROW) required for this option would be 115 feet. As the roadway ROW is currently 100 feet, an additional seven feet six inches of ROW on each side of the street would need to be obtained from property owners. Implementation of this alternative would require a public/private partnership, or joint partnership between private property owners and the City to balance the cost of improvements. This alternative requires a high degree of cooperation and commitment by both the City and the property owners on Village Parkway to be successful. The preliminary cost estimate for improvements related to this alternative is $2,005,000.

Alternative 2 – Alternative 2, as shown in Exhibit 7B of the Specific Plan (see attached disgram) and Exhibit 10B of the appendix, would provide four lanes of traffic on Village Parkway (two lanes in each direction) combined with diagonal parking along the street frontage in selected locations, and the bicycle lane would share the sidewalk with pedestrian traffic. The sidewalk would be widened to12 feet to provide enough space for the shared use. Two new crosswalks for pedestrians would be provided in mid-block locations with caution signals. Each traffic lane would be 12 feet and the center median would be reduced from 16 feet to 14 feet in width. The total right-of-way (ROW) required for this option would be 118 feet. As the roadway ROW is currently 100 feet, an additional nine feet of ROW on each side of the street would need to be obtained from property owners.

The consultant's report determined that this alternative was adequate for roadway circulation; however, maintaining the bike lane on the sidewalk could be problematic in the downtown retail district due to pedestrian/bicycle conflicts on the adjacent sidewalks. Additionally, the alternative does not provide a buffer area between the outside lanes and vehicles backing out of the diagonal parking spaces. This could be disruptive to traffic flows during peak hours of traffic.

Implementation of this alternative would require a public/private partnership, or joint partnership between private property owners and the City to balance the cost of improvements. The preliminary cost estimate for improvements related to this alternative is $2,170,000.

Alternative 3 – The alternative preferred by the Task Force was Alternative 3, as shown in Exhibit 10C, which would provide two lanes of traffic on Village Parkway (one lane in each direction) combined with diagonal parking along the street frontage in selected locations. A total of 81 parking spaces could be provided with this alternative. A six-foot Class III bicycle lane would be located on the roadway between the diagonal parking and the through traffic lane. Two new crosswalks for pedestrians would be provided in mid-block locations with caution signals. Each traffic lane would be 12 feet and the center median would be reduced from 16 feet to 14 feet in width. The Task Force also suggested that the median be reduced in height for better visibility for pedestrians crossing the street.

The total right-of-way (ROW) required for this option would be 100 feet. As the roadway ROW is currently 100 feet, no additional ROW would need to be obtained from property owners. The amount of ROW needed for this alternative is less than that required for the other options considered, but it would reduce the number of through traffic lanes from four to two, thereby slowing traffic considerably. In slowing traffic on the roadway, Alternative 3 would also create additional congestion on Village Parkway during peak hour periods, and traffic may be diverted to Amador Plaza Road and streets with less capacity in the vicinity. With the existing level of traffic plus approved projects' and BART's estimated traffic volume, the traffic consultant's estimate is that the level-of-service (LOS) on Village Parkway would operate at LOS F (unacceptable level), decreasing from LOS C (acceptable level) with this alternative. Additionally, the LOS at the

intersections of Amador Valley Boulevard/Village Parkway and Dublin Boulevard/Village Parkway would operate at LOS D during the AM peak hour, and LOS F during the PM peak hour

Implementation of this alternative would require a public/private partnership, or joint partnership between private property owners and the City to balance the cost of improvements, but to a lesser degree than Alternative 1 and 2. This alternative requires cooperation and commitment by both the City and the property owners on Village Parkway to be successful. The preliminary cost estimate for this alternative is $1,050,000, and is the lowest cost alternative when compared to the other three alternatives.

Alternative 4 – Alternative 4, as shown in Exhibit 10D, would provide four lanes of traffic on Village Parkway (two lanes in each direction) and a four-foot bicycle lane. Diagonal parking would be provided along the frontage of businesses in selected locations, but it would be separated from street traffic by narrow medians. A total of approximately 106 parking spaces would be provided with this alternative along Village Parkway. Drive aisle entrances would provide access to these separated parking areas. Two new crosswalks for pedestrians would be provided in mid-block locations with caution signals. Each traffic lane would be 12 feet and the center median would be reduced from 16 feet to 14 feet in width. The total right-of-way (ROW) required for this option would be 128 feet. As the roadway ROW is currently 100 feet, an additional 14 feet of ROW on each side of the street would need to be obtained from property owners.

This alternative would increase the distance between roadway traffic and the businesses on Village Parkway, and may not meet the objective of slowing traffic and providing a more pedestrian oriented streetscape, as the width of the ROW would be substantially increased. Implementation of this alternative would require a public/private partnership, or joint partnership between private property owners and the City to balance the cost of improvements. The preliminary cost estimate for this alternative is the highest of the four alternatives at $3,130,000. Therefore, as the cost is extremely high and it would not meet the basic objective of providing parking close to the street and businesses with better pedestrian access, it is not recommended as a viable alternative.

Staff has several concerns regarding narrowing Village Parkway to two lanes of traffic and adding diagonal parking, as preferred by the Task Force. Vehicle trip diversion may occur, as discussed in the previous section, and adversely affect the adjacent neighborhood to the east. This could affect the quality of life for that portion of the City residential area by creating safety hazards for residents and children attending the neighborhood school. Noise levels could also increase in the area with the additional cut-through traffic. Additionally, the Alameda County Fire Department and Dublin Police Department have expressed concerns related to community safety, response time, and the creation of roadway hazards in the event that Village Parkway is reduced to two lanes of traffic with diagonal parking within the existing right-of-way. Another option for the alignment of Village Parkway, which is the staff recommended option (see attached diagram), is to maintain the existing roadway without expansion, and continue the use of parallel parking on both sides of the street. Improvements in the streetscape and sidewalk could be provided as described in the section of this document on design to encourage increased pedestrian use in the area. Additionally, joint/shared parking should be encouraged between properties, with fences removed which impede pedestrian access. This option would require less capital funds for implementation and would create less roadway impacts.

A letter has been received from the Alameda County Congestion Management Agency (ACCMA) commenting on the transportation and circulation analysis prepared for the Specific Plans. The City's traffic consultant has responded to these comments in a letter dated December 8, 2000. The ACCMA stated that the Dublin Specific Plans qualified for analysis using the Countywide Transporation Demand

Model. If another model is used in a traffic analysis, the model outputs must be compared to those of the Countywide model. The traffic consultant used a manual distribution model (TRAFFIX) outputs as a baseline for generating future traffic volumes and has compared their forecasted volumes to those of the Countywide model in their letter of explanation to the ACCMA. In comparing the two models, the traffic consultants findings for the Specific Plan area volumes for the year 2005 generally exceed those under the Countywide model. The only location where the models differ is at the intersection of Dublin Boulevard and Village Parkway, with a large amount of trips actually attributable to undeveloped northeastern Dublin properties. However, the policies and programs in the Specific Plan would address these future traffic volumes through the implementation of widening Dublin Boulevard in this area to three through lanes from two through lanes. Additionally, the improvements provided at the intersections of Regional Street, Golden Gate Drive, and Amador Plaza Road, as discussed above, would fully address these traffic impacts. All roadways within the Specific Plan study area would be operating at acceptable levels of service ("D" or better) with the proposed mitigation measures in the Plans. Adherence to traffic and roadway improvements included in the Specific Plans will ensure that traffic and transportation impacts related to approval and implementation of the Specific Plans would be less-than-significant. These improvements are included in the Capital Improvement Program for the Specific Plans.

b) *Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)*? LS. Proposed development and redevelopment of properties in the three Specific Plan areas will be reviewed by the City of Dublin Public Works, Police and Fire Departments at the time of site development review to ensure that City design standards are met. Less-than-significant impacts are therefore anticipated with regard to safety impacts.

c) *Inadequate emergency access or access to nearby uses*? LS ~~NI~~. The proposed Specific Plan makes provision for new roadways through the project areas. New development proposed pursuant to he Specific Plans will be reviewed by the City of Dublin Public Works, Planning, Police and Fire Departments to ensure that adequate access and roadway widths would be provided. Therefore, adequate access would be provided to all building areas and no impacts would result regarding access. Although not a potentially significant impact, for more efficient and routine operations, Police and Fire have recommended that Village Parkway remain as a four-lane roadway, as recommended by staff.

Table 1. Existing and Future Traffic Conditions

Intersections	Existing Scenario		Project Scenario	
	Existing + Future Base		Existing + Future Base + Project	
	AM	PM	AM	PM
	V/C/ LOS	V/C/ LOS	V/C/ LOS	V/C/LOS
Davona Drive/Village Parkway	A 0.39	A 0.33	A 0.42	A 0.35
Brighton/Village Parkway	A 0.39	A 0.35	A 0.40	A 0.38
Tamarack/Village Parkway	A 0.39	A 0.36	A 0.43	A 0.38
San Ramon/Amador Valley	A 0.49	B 0.62	A 0.49	B 0.69
Regional/Amador Valley	A 0.34	A 0.56	A 0.35	A 0.58
Starward/Amador Valley	C 18.2	C 26.0	C18.4	D28.8
Donohue/Amador Valley	A 0.37	A 0.45	A 0.40	A 0.56
Amador Plaza/Amador Valley	A 0.32	A 0.57	A 0.37	B 0.65
Village Parkway/Amador Valley	B 0.64	C 0.76	C 0.72	D 0.84
Lewis/Village Parkway	A 0.35	A 0.38	A 0.34	A 0.38

San Ramon/Dublin	D 0.85	C 0.78	D 0.87	D 0.89
Regional/Dublin	A 0.36	A 0.54	A 0.48	C 0.79
Golden Gate/Dublin	A 0.28	A 0.48	B 0.68 *B 0.62*	E 0.91 *C 0.80*
Amador Plaza/Dublin	A 0.44	C 0.76	A 0.58 *A 0.50*	F 1.02 *D 0.83*
Village Parkway/Dublin	A 0.47	A 0.60	A 0.47	B 0.66
Clark/Dublin	A 0.40	A 0.51	A 0.42	A 0.53
Civic Plaza-Sierra/Dublin	A 0.35	A 0.51	A 0.36	A 0.54
Dublin Ct./Dublin Blvd.	A 0.37	B 0.66	A 0.39	C 0.71
Dougherty/Dublin	C 0.74	D 0.90	C 0.75	D 0.88
I-580 WB off/Dougherty	B 0.62	A 0.58	B 0.62	A 0.56
I-580/EB/Hopyard	C 0.73	D 0.85	C 0.72	D 0.85
Regional/St. Patrick Way (future)	--	--	A	A
Golden Gate/St. Patrick Way (future)	--	--	A 0.56	B 0.61
Amador Plaza/St. Patrick Way (future)	--	--	A 0.41	A 0.45

Note: Italics text indicates volume to capacity ratio and Level of Service after implementation of Specific Plan traffic improvements

d) *Insufficient parking capacity onsite or offsite*? LS. Approval of the three Specific Plans and construction of improvements based on the Specific Plans would increase the demand for on-site parking within each of the three areas. Parking demand would also be increased due to the planned presence of the proposed West Dublin BART station, the development of which is not part of the Specific Plan project. Requirements included in each of the Specific Plans require that all new land uses proposed pursuant to a Specific Plan include on-site parking to meet current City of Dublin parking requirements. Existing uses are assumed to provide sufficient parking with applicable City standards on-site at the time of original construction and development. The Specific Plans provide that ~~E~~exceptions to parking regulations may be allowed for shared use of parking facilities, or in instances where the Planning Commission or City Council find evidence based on a parking analysis that a reduced parking ratio is appropriate due to the proximity of the use to public transit service. The Specific Plans also provide that ~~Provision of~~ additional parking facilities maybe reviewed and required ~~will be reviewed~~ as individual Site Development Review applications are submitted to the City of Dublin for new construction projects. This review process will ensure that adequate parking is provided and any parking impacts would be less-than-significant.

e) *Hazards or barriers for pedestrians or bicyclists*? NI. The proposed Specific Plans would require construction of new bicycle and pedestrian facilities to encourage non-auto travel modes. No impacts are therefore anticipated.

f) *Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)*? NI. Each of the Specific Plans require the installation of some new facilities to support enhanced bus service to each of the three sites. However, the additional facilities would be within areas presently served by transportation services. The new facilities would be consistent with adopted policies supporting alternative transportation as they would provide more opportunities to use varying modes of transportation. Therefore, no impacts are foreseen.

g) *Rail, waterborne or air traffic impacts?* NI. The proposed project is not sited near operating railroad facilities, near a navigable waterway or near an airport. Although the West Dublin BART Specific Plan is located near the proposed West Dublin BART station, the intent of the Specific Plan is to

promote complementary land uses adjacent to the planned BART station. Therefore, no impacts are anticipated.

VII. Biological Resources

Environmental Setting

The Specific Plan project sites are located in highly urbanized areas. With the exceptions of County drainage channels on the periphery of two of the Specific Plan areas, no wetlands or other bodies of water exist in or near the site. Existing vegetation includes introduced ornamental landscaping within planter areas.

Project Impacts

a) *Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals and birds)* NI. The Specific Plan Areas are existing, urbanized downtown areas. The majority of the properties within the plan areas are fully developed. No such species have been observed in the project areas based on field observations conducted in July 2000.

b) *Locally designated species (e.g. heritage trees).* NI. No heritage trees are located on the site.

c) *Locally designated natural communities (e.g. oak forest, coastal habitat)* NI. Only introduced, ornamental vegetation associated with urban development is found on the site.

d) *Wetland habitat (e.g. marsh, riparian and vernal pool)*? NI. No wetlands exist on the project site.

e) *Wildlife dispersal or migration corridors*? NI. The Specific Plans represent in-fill development within an existing urbanized downtown area. There are no wildlife or migration corridors on the site; therefore, no impacts would occur to such resources

VIII. Energy and Mineral Resources

Environmental Setting

Based on the previous geotechnical surveys of specific properties in the Specific Plan area, no known deposits of minerals exist on the project site. The Conservation Element of the General Plan does not reference any significant mineral resources on the project site or in the general area.

Project Impacts

a) *Conflict with adopted energy conservation plans*? NI. The proposed project will not conflict with goals, policies or programs established in the Dublin General Plan regarding energy or energy conservation.

b) *Use nonrenewable resources in a wasteful and inefficient manner?* NI. The proposed project is not anticipated to use resources in a wasteful manner. The project will be constructed in accordance with the Uniform Building Code and Title 24 of the California Administrative Code, both of which require stringent energy efficient construction methods, such as insulation, thermal pane windows and installation of efficient appliances. Exterior landscaping will be governed by both AB 325 and Section 8.88 of the Dublin Zoning Ordinance, which requires "water budgets" for landscape material sand methods of irrigation. Finally, the City is mandated by AB 939 to reduce the solid waste stream

generated by residences, business and industrial establishments by promoting recycling and similar programs.

c) *Result in the loss of availability of a known mineral resource that would be of future value to the region and residents of the State?* NI. The project site is not located in an area designated by the California State Department of Conservation, Division of Mines and Geology, as having sufficient mineral resources that are suitable as marketable commodities. No impacts are therefore expected.

IX. Hazards

Environmental Setting

The Specific Plan areas are located in previously developed commercial. office and similar non-residential areas. Existing uses within the West Dublin BART and Downtown Core Specific Plan areas include automobile sales and service uses. Operation of these facilities use oil, grease, solvents and other potentially hazardous materials. It is anticipated that some or all of these uses would remain in business after adoption of the two Specific Plans; however, storage and handling of potentially hazardous materials is controlled by the Alameda County Fire Department, Alameda County Health Department, Regional Water Quality Control Board and other regulatory agencies..

Project Impacts

a) *A risk of accidental explosion or release of hazardous substances including but not limited to oil, pesticides, chemicals, or radiation*? NI. With the exception of auto-oriented uses, none of the land uses permitted by the proposed Specific Plans would store, use or transport significant quantities of hazardous substances. No impacts are therefore anticipated with regard to hazardous substances.

b) *Possible interference with an emergency response plan or emergency evacuation plan*? NI. Future site development plans proposed within the three Specific Plans will be reviewed by the Dublin Police Department, Dublin Planning Department and Alameda County Fire Department to ensure that adequate emergency evacuation is provided per City requirements. No impacts are therefore anticipated.

c) *The creation of any health hazard or potential health hazards ?* NI. Development of land uses and other facilities pursuant to the three Specific Plans are not anticipated to generate significant health hazards, since permitted uses would generally include commercial, office, entertainment, restaurant and residential uses. No industrial or manufacturing land uses are proposed. No impacts are therefore anticipated.

d) Exposure of people to existing sources of potential health hazards? LS. Generally, new land uses in the Specific Plan areas would include commercial, office, lodging, entertainment and similar uses, none of which would involve creation of a health hazard. New development that may be located near automobile serving uses could have the potential to expose employees and visitors to health hazards; however, the potential for exposure of people to health hazards from existing uses will be reviewed during the Site Development Plan process to ensure compliance with all applicable health and safety regulations. Less-than-significant impacts are therefore expected.

e) *Increased fire hazard in areas with flammable brush, grass or trees?* LS. The proposed Specific Plan areas are located in urbanized areas and existing uses have been constructed in compliance with Uniform Fire and Building Code requirements. Existing and future landscaped areas will be permanently irrigated and maintained so that the potential for fire is reduced to a less-than-significant level.

X. Noise

Environmental Setting

The General Plan identifies that the normally acceptable maximum outdoor Ldn noise level is 70 dBA for commercial areas, while interior areas have a maximum noise level of 45 dBA.

The primary existing source of noise in the vicinity of the three Specific Plans is vehicle traffic, autos and trucks, traveling on adjacent freeways and surface streets. It is anticipated that significant portions of all three Specific Plan areas are subject to exterior noise in excess of 70 dBA.

Project Impacts

a) *Increases in existing noise levels*? LS. Approval of the three Specific Plan and construction of improvements pursuant to the Plans is expected to incrementally increase noise levels in and adjacent to the three planning areas. Noise increases would include temporary noise increases, associated with construction activities and long-term permanent noise levels, associated with additional vehicular trips and operational noise (mechanical noise, unloading of goods and similar activities). Given the high levels of noise already on the site caused by nearby freeways, increases in noise levels are anticipated to be less-than-significant.

b) *Exposure of people to severe noise levels*? LS. The West Dublin BART and Downtown Core Specific Plans both allow residential dwellings as permitted uses. Site specific review will be performed during Site Development Review for residential projects to ensure compliance with City interior and exterior noise standards. Noise studies may be required for individual projects. With adherence to City noise standards, less-than-significant impacts would occur with regard to exposure of people to noise impacts.

XI. Public Services.

Environmental Setting

The project site is served by the following service providers:

- Fire Protection. Fire protection is provided by the Alameda County Fire Department, under contract to the City of Dublin, which provides structural fire suppression, rescue, hazardous materials control and public education services.

- Police Protection. Police protection is provided by the City of Dublin Police Department which is headquartered in the Civic Center. The Department, which maintains a sworn staff of 31 officers, performs a range of public safety services including patrol, investigation, traffic safety and public education.

- Schools. Educational facilities are provided by the Dublin Unified School District which operates kindergarten through high school services within the community. Schools which would serve the project include Dublin High School (grades 9-12) and Wells Middle School (graded 6-8). Grades K-5 could be served by one of three elementary schools within the District.

- Maintenance. The City of Dublin provides public facility maintenance, including roads, parks, street trees and other public facilities. Dublin's Civic Center is located at 100 Civic Plaza.

- Other governmental services. Other governmental services are provided by the City of Dublin including community development and building services and related governmental services. Library service is provided by the Alameda County Library with supplemental funding by the City of Dublin.

The City of Dublin has adopted a Public Facilities Fee for all new residential development in the community for the purpose of financing new municipal public facilities needed by such development. Facilities anticipated to be funded by the proposed fee would include completion of the Civic Center Complex, construction of a new library, expansion of the existing senior center, acquisition and development of new community and neighborhood parks and similar municipal buildings and facilities. Future applicants for development pursuant to the Specific Plans would be required to pay this fee.

Environmental Impacts

a) *Fire protection*? LS. Approval of the three Specific Plans and future construction in compliance with the Specific Plans would incrementally increase the demand for fire and emergency calls for service since additional building square footage would be added to each site. As part of the site development review process for individual buildings, specific fire protection requirements will be imposed to ensure compliance with applicable provisions of the Uniform Fire Code. Such measures would include but not limited to installation of new fire hydrants, fire extinguishers and similar features. Based on standard City fire protection requirements, fire protection impacts would be less-than-significant.

b) *Police protection*? LS. Approval of the three Specific Plans and future construction in compliance with the Specific Plans would incrementally increase the demand for police calls for service since additional building square footage would be added to each site. As part of the site development review process for individual buildings, specific security requirements will be imposed to ensure compliance with applicable provisions of the City's building security ordinance. Such measures would include, but not be limited to, installation of appropriate locking devices, installation of security lighting and similar features. Based on standard City security requirements, police protection impacts would be less-than-significant:

c) *Schools*? LS. The West Dublin BART and Downtown Core Specific Plans each call for a residential component. Although the size, type and orientation of dwellings that would be proposed for development would likely generate a minimal amount of students to be served by the Dublin Unified School District, there could be an incremental increase in the number of school-aged children. As part of subdivision and site development review of future residential projects, coordination will occur with school district officials to ensure that less-than-significant impacts would result,

d) *Maintenance of public facilities, including roads?* LS. Approval of the Specific Plans and construction of individual development projects pursuant to the Plans would incrementally increase the need for maintenance of public facilities. Payment of public facility fees to the City of Dublin by individual projects would ensure that future maintenance impacts would be reduced to less-than-significant levels.

e) *Other governmental services*? LS. Approval of the Specific Plans would represent incremental increases in the demand for general governmental services. Payment of the City's Public Facility Fee by individual project developers would offset any impacts caused by such projects, reducing any impacts to a less-than-significant impact.

XII. Utilities and Service Systems.

Environmental Setting

The project site is served by the following service providers:

- Electrical and natural gas power: Pacific Gas and Electric Co.
- Communications: Pacific Bell and AT&T Cable.
- Water supply and sewage treatment: Dublin San Ramon Services District.
- Storm drainage: City of Dublin and Zone 7.
- Solid waste disposal: Dublin-Livermore Disposal Company.

Environmental Impacts

a) *Power or natural gas?* NI. According to representatives from Pacific Gas and Electric Company, adequate facilities exist in the vicinity of the project to provide power and natural gas service.

b) *Communication systems*? NI. Pacific Bell and AT&T Cable, communication facilities presently exist in the near each of the three Specific Plan sites.

c) *Local or regional water treatment or distribution systems*? NI. Water services are provided to the area by the Dublin San Ramon Services District (DSRSD). According to representatives of the District, adequate long-term water resources exist to serve future development envisioned in each of the Specific Plans. However, an upgrade to a 12"loop waterline from Regional Street to Amador Plaza Road may be required with new development, but the District will need to evaluate the system when specific projects are submitted.

d) *Sewer or septic systems?* LS. Sewer services are provided by DSRSD. Untreated effluent would be transported to DSRSD's Regional Treatment Plant in Pleasanton for treatment prior to being discharged into the East Bay Discharge Authority's outfall line for eventual disposal into San Francisco Bay. DSRSD officials indicate that adequate capacity exists within the regional treatment facility to accommodate the proposed Specific Plans. However, the District may need to replace the 8" sewer main line with a 12" line in Dublin Boulevard if development occurs at the intensity proposed with the Specific Plan. This will also require further evaluation when specific projects are submitted. Less-than-significant impacts would therefore result regarding sewer treatment facilities.

e) *Storm water drainage*? LS. This topic was previously addressed in Section IV, Water.

f) *Solid waste disposal*? LS. The City of Dublin contracts with Livermore-Dublin Disposal Company to collect solid waste from households and businesses and transport it to the Altamont Landfill, located in eastern Alameda County. The Landfill currently has an anticipated capacity until the year 2005 and plans are underway to extend landfill capacity for an additional 50 years.

Livermore-Dublin Disposal Company also operates a curbside recycling service to ensure that the City's waste stream complies with state requirements for reduction of solid waste. The most current information available indicates that Dublin exceeds state requirements for reducing solid waste.

Although approval of the proposed Specific Plans will incrementally increase the amount of solid waste, any such increases will be insignificant because the existing facility would be able to be accommodated given the existing solid waste facilities and resources. As stated in VIII-b above, the City is mandated by AB 939 to reduce the solid waste stream generated by residences, businesses and industrial establishment by promoting recycling and similar programs.

g) *Local or regional water supplies?* NI. DSRSD staff indicate that adequate long-term water supplies are available from Zone 7 and other sources to serve the proposed project.

XIII. Aesthetics.

Environmental Setting

The Specific Plan areas are located within existing urbanized areas and are not located adjacent to. scenic highways.

Environmental Impacts

a) *Affect a scenic vista or view?* NI. The proposed Specific Plan includes development programs to intensify existing land use patterns. Each Specific Plan contains height and bulk requirements to ensure that scenic vistas from surrounding areas would not be blocked. The Specific Plans establish a height limit of six stories for the Downtown Core and Village Parkway areas. The Planning Commission has recommended a height limit of ten stories for the West Dublin BART Specific Plan area to the City Council, which is common with development in most urban downtowns and development near freeways. The City Council may determine that ten stories is appropriate for this area due to its location near the BART Station, a major transit facility, and the I-580 and I-680 freeways. Review of individual projects in accordance with the design guidelines related to reduction in bulk and quality of design as detailed in the Specific Plan will result in less-than-significant impacts on views.

b) *Have a demonstrable negative aesthetic effect?* NI. Each Specific Plan contains design guidelines to ensure that new development projects occurring pursuant to an approved Specific Plan would result in an aesthetically pleasing manner and would include additional landscaping. As part of the Specific Plan programs, new public plazas, streetscape elements and other improvements would be completed to improve aesthetic conditions. Therefore, no negative aesthetic impacts would be created.

c) *Create light or glare*? LS. Proposed new uses constructed pursuant to the Specific Plans could incrementally increase light levels in each of the Plan areas. New sources of light would include street lighting, plaza lighting and building security lighting with new development projects and, possible, extended hours of business. However, a significant amount of exterior lighting has already been installed within each of the Specific Plan areas. Standard conditions of approval for individual development projects will require that pole-mounted lights shall be equipped with cut-off luminaires. Wall-mounted lights must also be equipped with cut-off lenses. Any additional light or glare created would be therefore be minimal less-than-significant.

XIV. Cultural Resources

Environmental Setting

The project site has been developed for a range of commercial and similar non-residential areas. No cultural resources remain on the graded surface of the site. Since surface improvements are less than fifty years old or newer, no historic resources exist on the site.

Project Impacts

a-d) *Disturb paleontological, archeological, religious or cultural resources*? LS. No cultural resources remain on the graded surface of the site. Any cultural resources buried beneath the ground surface would be re-buried by individual development projects proposed to implement a Specific Plan. The possibility exists that cultural resources including paleontological, cultural, historic or archaeological could be buried on the site and discovered during excavation. Each individual project proposed pursuant to a Specific Plan will be conditioned to protect buried archeological and paleontological resources. With adherence to this condition, less-than-significant impacts would result to cultural resources.

XV. Recreation.

Environmental Setting

Each of the Specific Plan areas have been developed with commercial, office, entertainment, lodging and similar uses. No parks or recreational facilities exist on any of the Specific Plan sites.

Project Impacts

a) *Increase the demand for neighborhood or regional parks or other recreational facilities*? LS. Construction of new residential dwellings pursuant to the West Dublin BART and Downtown Core Specific Plans would incrementally increase the demand for local and regional parks and recreational facilities. However, it is anticipated that the majority of new dwellings would either be oriented to senior citizens or non-family households, typical of higher density, multi-family housing. Therefore, expected park and recreational demand would be less-than-significant. Future builders of residential dwellings would be also be required to pay a Public Facility fee to the City of Dublin, which includes a contribution toward construction of new parks in the city. Additionally, the plans call for some plaza areas to be created in the three specific plan areas which could provide opportunities for outdoor recreational activities.

b) *Affect existing recreational opportunities*? NI. No recreational opportunities exist on the site that would be affected by the project.

XVI. Mandatory Findings of Significance

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory*? NI. The preceding analysis indicates that adoption and implementation of the Village Parkway Specific Plan, the West Dublin BART Specific Plan and the Downtown Core Specific Plan would not have a significant adverse impact on overall environmental quality, including biological resources or cultural resources.

b) *Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals*? NI. The project represents an example of in-fill development near a proposed major transit station which will be sited in an area surrounded by major regional transportation corridors. No long-term environmental impacts will occur.

c) *Does the project have impacts that are individually limited, but cumulatively considerable*? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects). LS. Although incremental increases in certain areas can be expected as a result of constructing this project, including additional traffic, short-term air emissions and need for public services and utilities, the project site lies within an already urbanized area and sufficient capacity exists within service systems to support the anticipated amount of development planned as part of the three Specific Plans.

d) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* NI. Due to project design and site characteristics, approval and implementation of the three Specific Plans involve no impacts that would adversely effect human beings, either directly or indirectly.

Initial Study Preparer

Janet Harbin, Senior Planner
Jerry Haag, Consulting Planner

Agencies and Organizations Consulted

The following agencies and organizations were contacted in the course of this Initial Study:

City of Dublin

Eddie Peabody Jr., AICP, Community Development Director
Lee Thompson, Public Works Director
Kevin van Katwyk, Senior Engineer
T. Philipps, Alameda County Sheriff's Department
James Ferdinand, Alameda County Fire Department

Dublin-San Ramon Services District

Bruce Webb, Senior Engineering Planner

References

Dublin General Plan, Revised September 1992

Dublin General Plan Housing Element, June, 1990

Dublin Zoning Ordinance, Adopted September 1997

Draft Downtown Core Specific Plan, City of Dublin, September ~~August~~, 2000

Draft Village Parkway Specific Plan, City of Dublin, September ~~August~~, 2000

Draft West Dublin BART Specific Plan, City of Dublin, September ~~August~~, 2000

Consultant's Report on the Transportation Impacts for the Proposed Village Parkway, Downtown Core and West BART Station Specific Plans, prepared by Omni-Means, LTD., August 28, 2000; secondary revisions to the Omni-Means traffic analysis (September 22, 2000; memo from George Nickelson of Omni-Means dated November 13, 2000; and, December 8, 2000 letters from Peter Galloway of Omni-Means.

Village Parkway Alignment: Task Force Recommendation

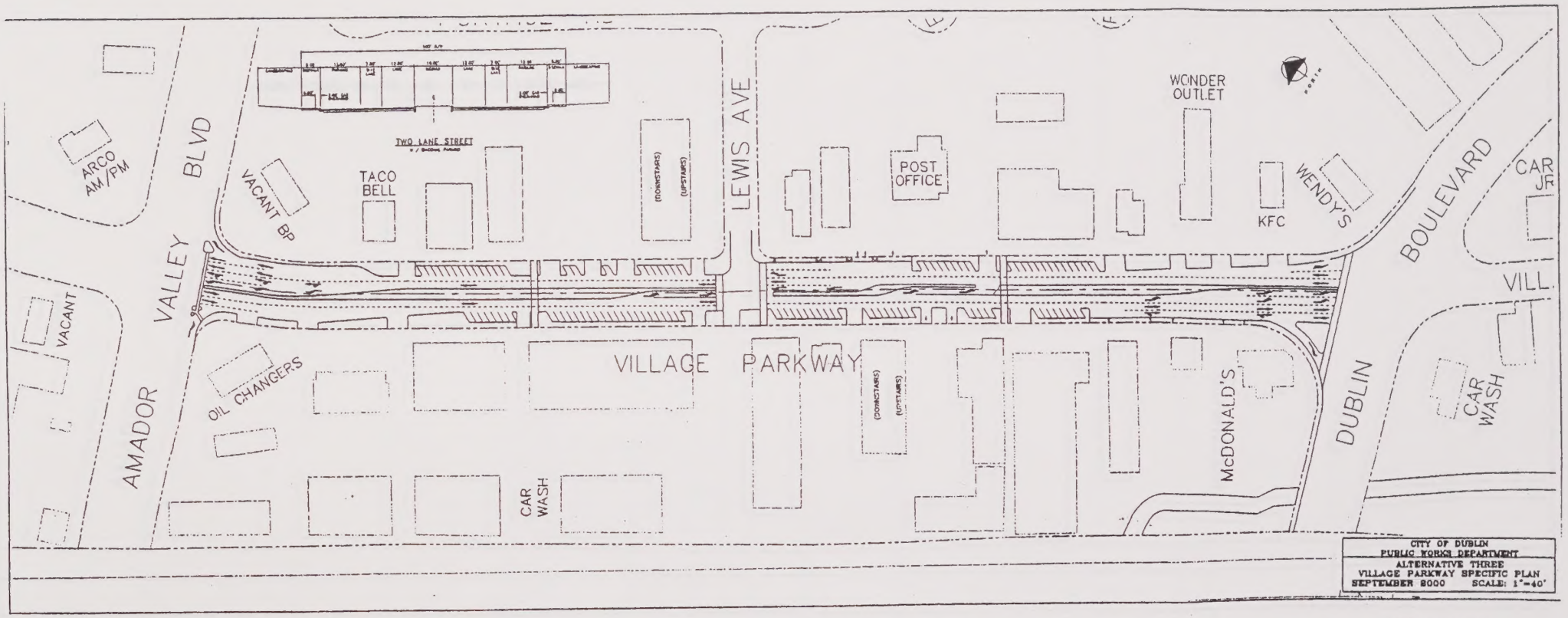

EXHIBIT 7B

Task Force Recommendation

Village Parkway Alignment: Staff Recommendation (Existing Alignment)

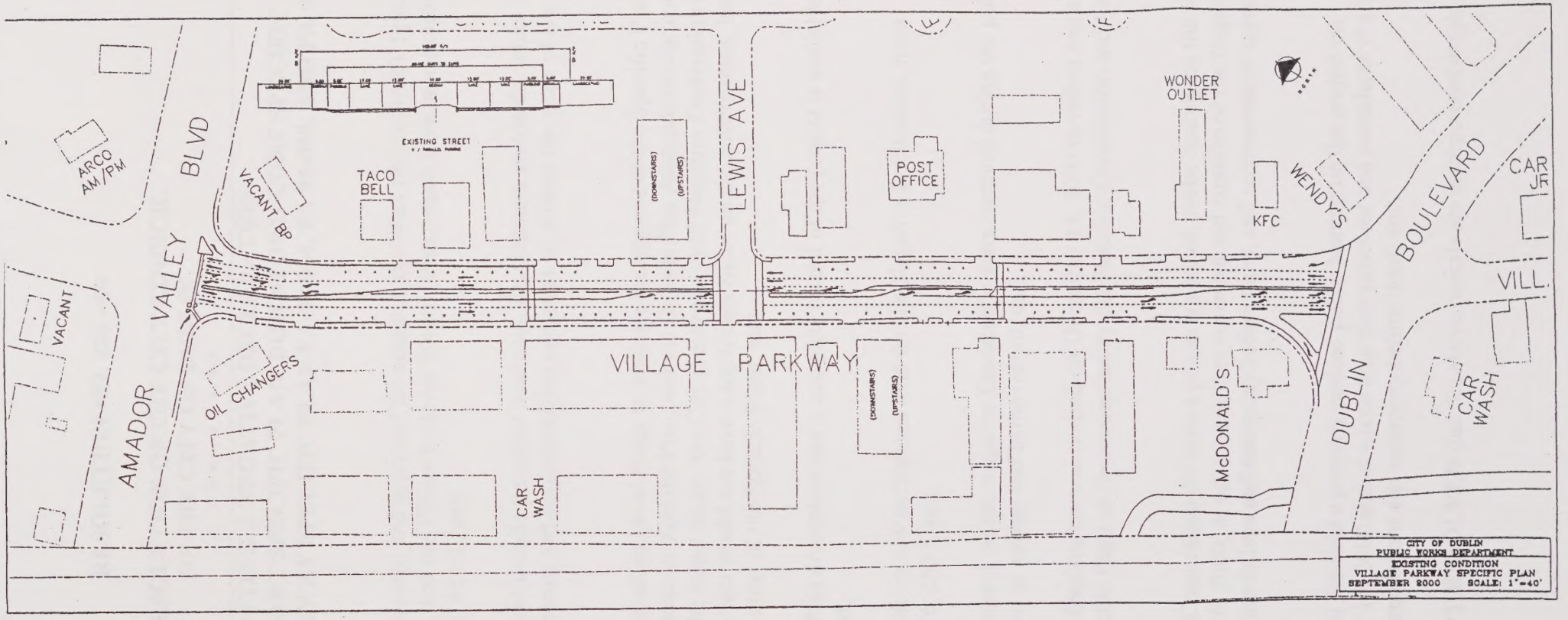

EXHIBIT 7A

Staff Recommendation

RESOLUTION NO. 226 - 00

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUBLIN

* * * * * * * * *

ADOPTING A NEGATIVE DECLARATION FOR THE WEST DUBLIN BART SPECIFIC PLAN, DOWNTOWN CORE SPECIFIC PLAN, AND THE VILLAGE PARKWAY SPECIFIC PLAN PA 99-054, PA 99-055, AND PA 99-056

WHEREAS, the City has prepared and approved for adoption the West Dublin BART Specific Plan, the Downtown Core Specific Plan, and the Village Parkway Specific Plan, which have been prepared pursuant to Government Code Sec. 65450; and,

WHEREAS, the Specific Plans include permitted land uses, development standards, urban design guidelines, transportation improvements and implementation programs to achieve the goals of the Dublin General Plan; and,

WHEREAS, the City prepared an Initial Study to evaluate the impacts of the Specific Plans, the repeal of portions of the 1987 Downtown Specific Plan, and the General Plan Amendments for consistency with the General Plan. Based on the Initial Study, the City prepared a draft Negative Declaration for the project with the finding that the project would not have a significant effect on the environment, because all mitigation is incorporated in the context of the Specific Plans; and,

WHEREAS, the Specific Plan documents and a complete record of the project is available and on file in the Planning Department; and,

WHEREAS, a 24-day public review period was held for the Negative Declaration, from September 2, 2000 to September 26, 2000; and,

WHEREAS, letters of comment on the Negative Declaration were received during the public review period and fully responded to in writing and in the record; and,

WHEREAS, the Negative Declaration was revised on December 14, 2000 to reflect and address the minor modifications in the Specific Plans as recommended by the Planning Commission and City Council; and,

WHEREAS, the Planning Commission did hold a properly noticed public hearing on the project on September 26, 2000 and October 10, 2000, at which time they reviewed and considered the Negative Declaration and all reports, recommendations and testimony before them, and recommended approval to the City Council; and,

WHEREAS, the City Council did hold a properly noticed public hearing on the project on November 21, 2000 and December 19, 2000 and at which time they reviewed and considered the Negative Declaration and all reports, recommendations and testimony before them; and,

NOW, THEREFORE, BE IT RESOLVED that the above recitals are incorporated in this resolution.

BE IT FURTHER RESOLVED that the Dublin City Council does hereby find that:

A. The Specific Plans and associated actions would not have a significant effect on the environment, because mitigation is incorporated into the Plans as part of Plan implementation.

B. The Negative Declaration has been prepared in accordance with State and local environmental laws and guidelines.

C. The Negative Declaration is complete and adequate and reflects the City's independent judgment and analysis as to the environmental effects of the proposed Specific Plans, General Plan Amendments and repeal of portions of the 1987 Downtown Specific Plan.

BE IT FURTHER RESOLVED that the Dublin City Council does hereby adopt the Negative Declaration for PA 99-054, Village Parkway Specific Plan; PA 99-055, Downtown Core Specific Plan; and, PA 99-056, West Dublin BART Specific Plan, including the Initial Study incorporated herein by reference.

PASSED, APPROVED and ADOPTED this 19th day of December, 2000.

AYES: **Councilmembers Lockhart, McCormick, Oravetz, Zika and Mayor Houston**

NOES: ***None***

ABSENT: ***None***

ABSTAIN: ***None***

Mayor

ATTEST:

City Clerk

K²/G/12-19-00/reso-SP-negdec.doc (Item 6.4)

G\Downtown Specfic Plans\CCNDRES.doc

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